1907 9

GREENWAY GOVERNMENT DEFICIT

$977,837.79

RECORD

OF

ROBLIN GOVERNMENT

AND

ITS OPPONENTS

PROVINCIAL LIBRARY WINNIPEG

Roblin Government Surplus

$1,731,846.20

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The Roblin Government asks the people of the Province for a renewal of the confidence which has so generously been bestowed for the past six years.

In the following pages the record of the Government is examined and discussed, and, it is confidently maintained, that a consideration of the facts and data presented cannot fail to convince any reasonable person, dispossessed of animus or political bias, that the affairs of the Province have been well and wisely administered and worthy of the highest praise and commendation.

The pretensions and criticisms of interested opponents are also dealt with.

The issues involved are not complex, but easy of comprehension.

It is for the people of the Province to say whether they desire the perpetuation of honest and progressive government, or a return to Greenwayism methods with increased viciousness.

HON. R. P. ROBLIN

Premier, and Minister of Agriculture and Immigration

LEGISLATIVE
LIBRARY
MANITOBA

Greenway Government Deficit

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Provincial Finances.

CONDITIONS OF, AS LEFT BY GREENWAY GOVERNMENT

When the Greenway Government was swept out of existence in 1899 by the people, and deservedly so, the finances of the Province were found to be in a deplorable condition. The bank accounts, both of a general and trust nature, had been largely overdrawn, and school grants and other accounts against the Province were outstanding to the extent of over one hundred and fifty thousand dollars, and grave irregularities existed in several of the departments. To arrive at the true financial position of the Province, the new incoming Government appointed a Commission to investigate and report upon the same. This Commission, in due course, presented their report as follows:—

ROYAL COMMISSION REPORT, 1900

(1) That the statement prepared by the Treasury Department, as to the financial position of the Province as at the 16th of January, 1888, was incorrect and misleading, as it was not full and complete, and was evidently signed by the Auditor without making sufficient invesigation;

(2) That, in connection with the Treasury Department, it had been the custom to withdraw the education grant at the end of the financial year, in order to prevent it from lapsing, and to place it to the credit of one or more Ministers, instead of applying in the regular way for a re-vote, the particulars of the expenditure not subsequently appearing in the Public Accounts;

(3) That a direct liability was incurred in connection with Drainage District No. 1, and no record was kept in the books of the Department. Payments were made to a contractor out of this loan without the signature of the Auditor and before the vouchers had been passed by him. This liability was subsequently satisfied;

(4) Railway debentures for large amounts were guaranteed and handed over to the agents of the contractors without the authority of an Order-in-Council;

(5) That accountable vouchers were passed by the Auditor for various purposes, although no authority, by statute, existed for the same, except in the case of progressive estimates; and in a number of instances statements accounting for same were not forthcoming;

(6) That no proper audit had been made of the receipt of moneys to see that all were entered in the cash books of the several Departments;

(7) That the management of the Public Works Department appeared to have been conducted in an unbusinesslige manner and without regard to the public interest, as instanced in the overpayment of a large amount to a contractor, and, later, in the recommendation to refund the amount held as security for the work, the contractor at the time being largely indebted to the Province;

(8) That a voucher was issued for an advance on a contractor's plant amounting to $20,000, on the 8th day of August, 1898, although the contract was not signed until the 22nd of the same month, and the Order-in-Council accepting the tender was not passed until October 1st, 1898;

(9) That the affairs of the Provincial Lands Department had not received the necessary attention that they should have, and, in consequence, payments due the Province were allowed to fall in arrears and the property was sold for taxes;

(10) That the practice adopted of including under one heading of receipts and expenditures all revenue and trust moneys, as also the statement of debt and credit balances, did not convey a clear understanding of the actual financitl situation of the Province at the end of the different financial years.

DETAILS OF GREENWAY CASH DEFICIT-LEGACY

Cash Deficit—		
Imperial Bank, overdraft	$76,036.77	
Provincial Government, Trust Account	15,485.75	
		$91,522.52
Sundry Accounts—		
Dept. of Public Works.....	$23674 76	
Dept. of Attorney-General	7530 00	
Dept. of Education	64476 69	
Dept. of Agricultural and Immigration	14938 08	
Dept. of Executive Council	15955 16	
Dept. of Treasury	7002 76	
Dept. of Drainage Districts....	18537 79	
Dept. of Provincial Lands.....	4058 95	
Dept. of Internal Economy.....	439 69	
		156,613.88
		$248,136.40

GARBLED AND MISLEADING GREENWAY STATEMENTS

When the Greenway Government assumed office in 1888, it endeavored to blacken the character and reputation of the late Honorable

John Norquay in every manner possible, and caused the preparation of a statement purporting to show the financial position of the Province on the 16th of January, 1888, in which a deficit of $315,000 of the Norquay Government was shown to exist. To give it the stamp of reliability, the Provincial Auditor was induced to certify to the correctness of this statement, and at subsequent periods, and right up to the time of the the downfall of the Greenway administration, this item of $315,000 was quoted and alleged to partly account for the disposition of the two million and a half loan by that Government. Time and again this item, charged against the Norquay Government, was controverted and disputed by Mr. Roblin, then leader of the Opposition, on the floor of the Legislature, and as frequently re-affirmed by members of the Greenway Government, and it was not until access to the books and records of the Treasury Department were available to the new Government in 1900 that the perfidy and deception of Mr. Greenway and his Government were disclosed.

AUDITOR INDUCED TO CERTIFY TO FALSE STATEMENTS

The Auditor, Mr. Black, upon being summoned to appear before the Royal Commission in 1900, and asked how he came to certify to the statements above referred to, stated, on oath, as follows:—

Q.—You did not take the trouble to go in and satisfy yourself that that was a correct statement?

A.—I did not make a thorough investigation.

Q.—You were asked to make statement, were you, Mr. Black?

A.—Yes; at least, I was asked to certify to it.

Q.—But you had nothing in your own office to enable you to certify to its being correct?

A.—No.

Q.—How was it, Mr. Black, you made this statement as Auditor?

A.—Well, as I said before, I did not investigate the matter very thoroughly, not so thoroughly as I should have done, I confess. I had no idea of the use that was going to be made of that statement at the time I signed it. I never thought it would go outside the office, Sir.

Q.—Then the statement was obtained from you and was used in a different way from what you expected?

A.—Oh, yes; I never thought it was to be used in that way. I think it was a most unfair thing to get an official to certify to a statement and then use it for political purposes, as has been done.

Q.—Was there any explanation given to you for what purpose this was wanted when you signed it?

A.—No, not a word.

GREENWAY INCREASED THE BONDED DEBT OF THE PROVINCE TWO AND A HALF MILLIONS—WHAT BECAME OF IT—A FALSE STATEMENT

During their term of office—a trifle over ten years—the Greenway Government increased the bonded debt of the Provinc by two and a half million dollars. The true disposition of this amount was frequently the subject of discussion, and eventually, after strong pressure, the following statement was concocted to show what had become of it:—

Expended for railway bonuses	$ 839,147.87
Expended for public buildings	447,662.92
Expended for M. & N. W. Ry. and H. B. Ry.	732,669.32
Expended for Norquay deficit	315,000.00
Cash on hand	141,815.31
	$2,496,295.42

The late Provincial Treasurer, John A. Davidson, in his budget speech in the Legislature in 1901, showed most conclusively the incorrectness of the above. In the course of his remarks on this subject, Mr. Davidson said: "I will wipe out the item of $315,000 from the statement of the late Treasurer, because it never had any existence. As to the railway bonuses, those were expenditures made by the gentlemen opposite for the introduction and extension of railways, and I find that there was paid on account of the M. & N. W. Railway by the late Government only the sum of $273,207.82. A larger amount than that is shown on the books, but the sum of $61,252.11 had been paid prior to the late Government taking office. The Winnipeg & Hudson's Bay Railway received $100,962.86, and the Manitoba and South Western Colonization Railway $18,449.46. The latter amount, however, was only a temporary loan, being repaid very shortly afterwards. This makes the correct statement as follows:—

M. & N. W. Ry. and H. B. Ly.	$ 414,170.68
Railway bonuses.	744,149.70
Public buildings.	447,662.92
Cash	141,815.31
	$1,747,798.61

A MILLION DOLLARS UNACCOUNTED FOR

Mr. Davidson went on further to say:—

"The net proceeds of the loan, as claimed by the late Treasurer, were $2,496,600, which leaves a balance of $748,801.39 of a deficit in that connection. Add to this the actual cash deficit of $248,186.40, and we have a total deficit of $997,837.79.

"*Now, as you will see by the figures given above, there is just about a round million of dollars unaccounted for, which is the aggregate of the deficits of the Greenway Government during their term of office.*"

Verily, it was a most fortunate occurrence that the Greenway Government was obliterated in 1899, as otherwise the Province, instead of enjoying the enviable financial position it does at the present time, would have become hopelessly involved and discredited.

WHAT THE PRESENT GOVERNMENT DID TO RESTORE CONFIDENCE

The first step taken was to make the necessary financial arrangements to pay the past-due school grants and other accounts left unpaid by the Greenway Government, amounting to a quarter of a million dollars. Then provision had to be made for accruing payments re railway bonuses, and the repair of and improvements to many of the public buildings, some of which were tottering to their fall—all Greenway legacies. Accordingly, the present Government, in order to wipe off and to provide for the above and to give the Province a new financial start, negotiated a loan for the sum of $500,000 on the credit of the Province.

THE ROBLIN GOVERNMENT LOAN OF $500,000—WHAT BECAME OF IT.

The proceeds of this loan were used for and devoted to the following purposes:

Deficit of Greenway Government .. ..$	248,136.40
Public buildings, 1900-1902..	81,363.19
Foundation, Parliament Buildings	14,772.86
Railway aid bonuses (Greenway).	131,453.32
Survey fees, M. & N. W. Ry. lands.. ..	21,780.78
Town of Nelson, aid	3,000.00
$	500,506.55

A NEW ERA—DEFICITS CHANGED TO SURPLUS.

Every year after assuming office the Roblin Government has been able to show increased surpluses instead of annual deficits, as were as regular under the Greenway administration as the rising and setting of the sun.

ROBLIN GOVERNMENT SURPLUS IN SEVEN YEARS

The total surplus of the Roblin Government, for the seven years 1900 to 1906, inclusive, is the large sum of $1,731,846.20, made up as follows:—

1900 .. ..$	11,056.31
1901	19,111.73
1902	289,686.34
1903	148,777.83
1904	249,358.44
1905	465,423.02
1906	518,399.43
Total .. ..$	1,731,846.20

What a contrast! All the requirements of Government adequately provided for; larger grants to schools, hospitals, charities and agricultural societies; increased aid to municipalities towards the construction of roads, drains and bridges; all the public institutions increased in accommodation, and a total Roblin Government surplus at the end of 1906 of over a million and three-quarters, as against a deficit of a million dollars left by the Greenway administration. Comment is unnecessary; criticism is hushed to a whisper.

BUSINESS-LIKE METHODS.

It was one of the planks of the Conservative platform, adopted in 1899, that the affairs of the Province be administered in a business-like manner, and it has been largely due to this that the Roblin Government has been so succesful. Upon assuming office in 1900, it was found that the revenues of the Province could and should be largely added to. The large corporations, such as railways, banks, loan, fire, investment, express, telegraph and telephone companies—all deriving large revenue from the people—paid nothing towards the support of government (as required in the other Provinces), while enjoying all the advantages thereof. Accordingly, the present government, instead of fostering these railway and other companies and enabling them to pay larger dividends, drawn from the people of the Province, to foreign stock-holders, as Greenway did, taxed them. This at once very materially added to the annual income of the Province, and has assisted the Government greatly in being able to make such a splendid showing.

School Grants.

GREENWAY GOVERNMENT.		ROBLIN GOVERNMENT.	
Year.	Amount.	Year.	Amount.
1897	$180,088.88	1904	$247,231.92
1898	201,557.81	1905	306,233.36
1899	148,483.24	1906	347,478.43
	$530,129.93		$900,943.71

An excess in favor of the Roblin Government of $370,813.78, a difference of over $120,000 annually.

Grants to Municipalities.

GREENWAY GOVERNMENT.		ROBLIN GOVERNMENT.	
Year.	Amount.	Year.	Amount.
1897	$ 43,224.34	1904	$ 68,637.99
1898	57,052.27	1905	91,095.8[illegible]
1899	39,997.69	1906	120,516.18
	$140,274.30		$280,250.0[illegible]

$139,975.72 more in grants to the municipalities by the Roblin Government than by the Greenway Government during equal periods—just twice as much.

ALL LEGITIMATE REQUESTS OF MUNICIPALITIES FOR AID ALWAYS GRANTED BY ROBLIN GOVERNMENT.

Hon. Robert Rogers, Minister of Public Works, stated as follows, speaking at Portage la Prairie on the 15th December, 1906:

"I stand here in the face of this audience tonight, as Minister of Public works for this Province, to make the statement that no municipality in the Province during the past year has made a legitimate request for aid that I have not been able to meet." (Great cheering.)

Land Titles Offices.

LARGE INCREASE IN REVENUE.

Year.	Expenditure.	Revenue.	Excess Revenue.
1899	$ 44,723.41	$ 65,785.89	$ 21,062.48
1906	98,668.04	207,577.22	108,909.18

Provincial Secretary's Department.

FURTHER EVIDENCE OF HOW ROBLIN GOVERNMENT HAS TURNED DEFICIT INTO SURPLUS.

Revenue of Department for 1893-4-5-6-7-8-9	
Seven years of Greenway Government	$17,234 75
Salaries and office expenses for same period	46,457 82
A total *deficit of*	29,223 07
Revenue of Department for 1900-1-2-3-4-5-6	
Seven years of Roblin Government	$85,053 50
Salaries and office expenses for same period	45,602 56
A total *surplus* of	$39,450 94
Average annual maintenance under seven years of Liberal administration	6,636 83
Average annual maintenance under seven years of Conservative administration	6,514 63
A saving per annum of	122 20

Increase of revenue in seven years..... 394 per cent.
Decrease of office expenses in same period..nearly 2 per cent.

The revenue of the Department in 1906 was equal to the total for the last nine years of the Greenway Government.

ALSO IN OFFICE OF KING'S PRINTER

Revenue for 1893-4-5-6-7-8-9

From Manitoba Gazette and Statutes		$20,269 38
Cost of printing Official Gazette		8,898 52
Surplus for seven years		$11,370 86

Revenue for 1900-1-2-3-4-5-6—

From Manitoba Gazette and Statutes		$34,228 25
Cost of printing Official Gazette	$12,726 47	
Postage on Gazette	457 82	
		13,184 29
Surplus for seven years		$21,043 96

*There was no postage on Gazette prior to the fall of 1900.

Cost of printing Gazette—

Under Greenway Government, 4,674 pages, at $1.90 per page.
Under Roblin Government, 7,305 pages, at $1.74 per page.

Under the Greenway Government the average number of copies printed each week was less than 850, while under the Roblin Government the average was over 1,000.

Notwithstanding the great increase in the cost of production in printing offices during the past six years, the Roblin Government can show a saving when compared with the Greenway Government. The current price of printing today is fully 45 per cent. in excess of the quotations in 1899. Under the Government contract the cost was:

	In 1899. Greenway Government. Per Page.	In 1903. Roblin Government. Per Page.
Statutes	$2.59	$1.83
Sessional Bills	2.13	1.45
Votes and Proceedings	2.98	1.28
Journals and Sessional Papers	1.18	1.47
Orders of the Day	3.15	.65
Departmental Reports	1.71	1.12

NOTE.—No printing is now done at the Deaf and Dumb Institute as under the Greenway Government.

IN ONE DEPARTMENT

Comparison of Revenues in Provincial Secretary's Department.

HOW THE ROBLIN GOVERNMENT HAS SUPPLEMENTED THE REVENUES OF THE PROVINCE

	Greenway 1899.	Roblin 1906.	Increase 1906 Over 1899.
Subsidy . . . . . $	483,687.06	$ 615,222.26	$ 131,535.20
Int. on School Lands. .	23,196.48	76,212.36	53,015.88
Fines	4,112.11	18,266.52	14,154.41
Fees	3,697.00	27,467.65	23,770.65
County Court Fees . .	6,613.31	20,192.87	13,579.56
Law Fees	5,840.10	16,894.57	11,054.47
Land Titles Fees. . . .	65,785.89	207,577.22	141,791.33
Marriage Licenses. . .	1,827.00	4,669.50	2,842.50
Manitoba Gazette	2,630.45	8,385.75	5,755.30
Sale of Statutes. . . .	447.91	613.34	165.43
Liquor Licenses	27,486.57	92,717.49	65,230.92
Interest.	33,734.83	69,512.59	35,777.76
Private Bills	1,800.00	2,740.00	940.00
Provincial Lands. . . .	40,761.39	543,788.98	503,027.59
Support of Insane. . .	45,295.40	94,481.71	49,186.31
Support of Incurables.	904.60	4,198.47	3,293.87
Support Deaf & Dumb	960.00	12,511.00	11,551.00
Insurance Act Fees . .	14,235.00	18,937.50	4,702.50
Succession Duties. . . .	1,356.84	71,310.15	69,953.31
Sundry Revenue	3,510.13	6,845.37	3,335.24
Corporation Tax (new)	.....	74,416.20	74,416.20
Railway Tax (new). .	.....	84,370.48	84,370.48
Refunds	.....	570.28	570.28
Fire Prevention	.....	5,749.81	5,749.81
Land Titles Assurance Fund.	.....	120,000.00	120,000.00
	$ 767,882.07	$2,089,652.07	$1,321,770.00

REVENUE GOES INTO BUILDINGS OF THE PROVINCE NOW—NOT IN CHICAGO HOTELS—STATEMENT SHOWING EXPENDITURE FROM 1900 TO 1906 INCLUSIVE

Science Museum	$ 60,641.[illegible]
Brandon Asylum	133,502.35
Home for Incurables	74,380.54
Reformatory	13,159.87
Deaf and Dumb Institute	55,[illegible]58.30
Land Titles Office	88,111.78
Bacteriological Building	164.17
Government House	6,154.66
Winnipeg Normal School	108,218.77
Agricultural College	292,431.61
Court House and Gaol, Brandon	321.45
Court House and Gaol, P. La Prairie	2,432.82
	$835,078.10

A FIVE YEARS' RECORD—ERECTION OF PUBLIC BUILDINGS BY GREENWAY AND ROBLIN GOVERNMENTS—WHAT A DIFFERENCE

GREENWAY.		ROBLIN.	
1895	$ 14,733 01	1902	$ 26,551 06
1896	8,253 47	1903	12,890 15
1897	27,499 09	1904	81,949 53
1898	19,499 12	1905	345,361 97
1899	9,364 32	1906	283,513 26
	$ 79,349 01		$780,265 97

Excess in favor of Robin Government, $702,916.96.

RAILWAYS AND CORPORATIONS TAXED.

The revenue derived from the former, during the years 1900 to 1906, inclusive, is:

	Railway Taxation.	Corporation Taxation.
1900	$ 16,000.00	$ 14,708.04
1901	25,559.65	31,608.92
1902	30,099.14	36,608.08
1903	65,000.52	42,857.46
1904	63,619.60	48,083.64
1905	66,351.38	56,766.34
1906	84,150.48	74,636.20
	$350,780.77	$305,269.15

A total for both purposes of $656,049.92, and wholly given to the people of the Province.

Grants to the People.

The following statement shows the grants made to the people out of public moneys for the three years, 1897, 1898, 1899 (Greenway Government), and 1904, 1905 and 1906 (Roblin Government):

GREENWAY GOVERNMENT

Object.	1897.	1898.	1899.
Rifle Association	$ 250.00	$ 500.00	$ 250.00
Historical Society	250.00	250.00	250.00
Railway Bonuses	12,198.69	12,198.69	12,198.69
Schools	180,088.88	201,557.81	148,183.24
Public Works, Bridges and Colonization Roads	43,224.34	57,052.27	39,997.69
Manitoba University	3,500.00	4,250.00	5,500.00
Agricultural Societies	15,561.28	13,865.14	14,245.10
Farmers' Institutes	2,002.13	1,826.28	1,590.25
Dairy Association	89.80	200.00	200.00
Stock Breeders' Association	300.00	300.00	400.00
Poultry Association	350.00	350.00	350.00
Brandon Hospital	4,251.00	4,882.31	3,508.88
Brandon Agricultural Society	500.00	.....	.....
Children's Home	500.00	500.00	500.00
Girls' Home of Welcome	500.00	.....	500.00
India Famine	2,000.00	.....	.....
Morden Hospital	1,482.00	1,288.12	1,369.13
Prisoners' Aid	100.00	125.00	150.00
St. Boniface Hospital	11,269.12	10,308.93	12,752.63
St. Boniface Orphanage	500.00	500.00	500.00
Winnipeg General Hospital	14,717.63	15,150.20	16,218.75
Women's Home	250.00	250.00	250.00
Winnipeg Exhibition	3,500.00	3,500.00	4,000.00
Brandon Exhibition	2,000.00	2,000.00	4,000.00
Prairie Fire Relief	4,388.47	4,005.86	.....
Westminster Relief	.....	1,000.00	.....
Horticultural Society	.....	100.00	200.00
Salvation Army	.....	250.00	250.00
Children's Aid Society	.....	.....	1,000.00
Brandon C. H. & G.	.....	2,800.00	2,800.00
	$303,773.34	$339,010.61	$269,464.36

Total Grants 1897-8-9, $912,248.31.

ROBLIN GOVERNMENT

Object	1904	1905	1906
Rel. Association	$ 500.00	$ 350.00	$ 350.00
Seeds	211,231.92	306,237.36	317,178.13
Public Works, Bridges and Colonization Roads	68,637.99	91,095.85	120,516.08
Manitoba University	6,000.00	6,000.00	6,000.00
Agricultural Societies and Farmers' Institutes	16,561.26	17,239.65	17,551.81
Dairy Association	200.00	200.00	200.00
Stock Breeders' Association	200.00	200.00	200.00
Poultry Association	300.00	200.00	300.00
Brandon Hospital	16,246.75	6,827.25	6,750.38
Brandon Agricultural Society	100.00	.....	.....
Children's Home	1,000.00	1,725.13	1,691.25
Girls' Home of Welcome	350.00	200.00	200.00
Morden Hospital	1,581.37	1,303.00	1,272.38
St. Boniface Hospital	32,553.50	22,223.00	31,872.25
St. Boniface Orphanage	500.00	500.00	500.00
Winnipeg General Hospital	21,387.37	26,461.50	32,691.75
Women's Home	200.00	200.00	200.00
Winnipeg Exhibition	15,000.00	5,500.00	5,500.00
Brandon Exhibition	1,000.00	5,000.00	1,750.00
Western Horticultural Society	.....	200.00	200.00
Salvation Army	400.00	.....	.....
Children's Aid Society	.....	500.00	500.00
Portage la Prairie Hospital	1,983.75	5,371.50	2,215.50
Sisters of Mercy	1,160.25	1,468.13	1,700.63
Sheep & Swine Association	200.00	200.00	200.00
Horse Breeders' Association	200.00	200.00	200.00
Portage la Prairie Ag. Society	1,000.00	1,000.00	.....
Dauphin Hospital	1,785.75	1,521.13	2,307.88
Shoal Lake Hospital	135.75	153.38	380.83
St. Joseph's Orphanage	500.00	500.00	5,500.00
Foundling Children's Home	250.00	250.00	250.00
N. W. Agricultural Society	3,000.00	2,000.00	2,000.00
S. M. Ag. Association	2,000.00	2,000.00	2,500.00
Min. Ag. Society	500.00	...	500.00
Carberry Hospital	246.75	.....	.....
Souris Hospital	201.75	173.75	.....
Swan River Hospital	1,000.00	632.25	958.88
Bee Keepers' Association	100.00	100.00	.....
Brandon Hort. & F. Society	.....	100.00	100.00
Carberry E. D. A. Society	.....	300.00	.....
Souris E. D. A. Society	.....	500.00	250.88
Westbourne E. D. A. Society	.....	500.00	.....
Grace Hospital	.....	12,228.25	4,036.18
Neepawa Hospital	.....	2,971.38	745.88
Teulon Hospital		417.75	691.50

Object	1904	1905	1906
Carman Hospital		1,000	1,163.[illegible]
Margaret Scott Home		500.00	500.00
Gilbert Plains E. D. A. Soc'y			500.00
Dauphin E. D. A. Society			500.00
Virden E. D. A. Society			500.00
Norfolk North E.D.A. Society			500.00
Portage & Lakeside E. D. A. Society			500.00
S. Brandon E. D. A. Society			500.00
Dauphin Ag. Society			500.00
Total	$443,364.16	$537,852.26	$614,532.24

Total Grants, 1904-5-6, $1,595,748.66, or $683,534.35 more than Greenway Government for a similar period (three years).

COST OF "RUNNING THE MACHINE."

COMPARATIVE SALARIES, 1899-1906.

Service.	1899.	1906.
Legislation	$ 4,677.40	$ 7,784.50
Executive Council	2,400.00	3,700.00
Provincial Land-	3,362.46	6,270.00
Fire Commissioner	.....	2,300.00
Boissevain	.....	5,720.00
Neepawa	.....	9,805.00
Carman	.....	6,380.00
Audit Office	2,393.33	2,300.00
Library	1,820.00	2,500.00
Treasury Department	2,400.00	11,843.83
Provincial Secretary's Department	5,580.00	7,460.00
Education Department	3,236.00	5,170.00
Agriculture Department	5,500.00	8,040.00
Attorney-General's Department	6,500.00	7,983.35
Public Works Department	5,700.00	14,528.61
Railway Commissioner	1,917.39	700.00
Municipal Commissioner	1,500.00	2,425.00
Land Titles Office, Winnipeg	20,342.50	13,586.25
Land Titles Office, Portage la Prairie	8,640.00	7,460.67
Land Titles Office, Brandon	6,000.00	10,684.27
Land Titles Office, Morden	6,690.00	6,585.48
Law Courts	18,670.00	24,252.10
Police Magistrates	3,216.50	7,123.84
Police	3,000.00	9,567.23
License	1,800.00	5,800.00
Gaols	8,560.00	16,555.50
Gen. Employees Public Works	5,740.15	9,874.35
Court House, Winnipeg	1,841.20	2,672.00

Salaries	1899	1906
Crown Officers, Executive	4[illegible]0 00	4[illegible]0 00
Crown Officers, Parliament, Premier	[illegible]00 00	[illegible]00 00
Crown Officers, Legislative Office	[illegible]00 00	[illegible]
Attorney-General's	12,550 00	[illegible]
Attorney-General's	12,[illegible]	[illegible]
Department of Public Works	[illegible]190 00	[illegible]
Department of Finance	6,706 30	11,0[illegible]
	$170,[illegible]	$[illegible]

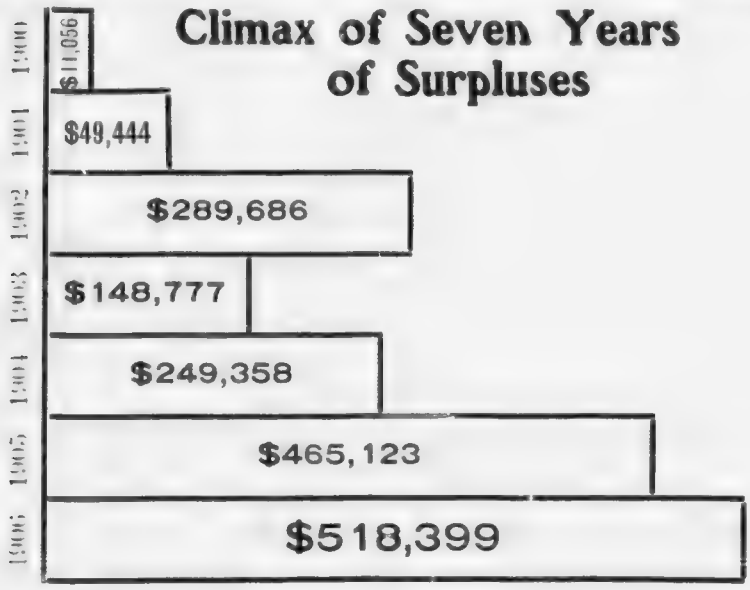
The income of Greenway Government in 1899 was $[illegible]
The income of Roblin Government in 1906 was $[illegible]

The Greenway Government therefore expended for salaries [illegible] per cent, or nearly one-quarter of its income.

The Roblin Government therefore expended for salaries a little over 16 per cent, or about one-seventh of the income.

NOTE.—This is the only fair way of comparing the cost of running the machine. The increase in revenue in 1906 over 1899 shows that the business of the Province has expanded. Apply the principle to an increasing mercantile business. As it increases, so must, necessarily, the cost of operating it.

HON. J. H. AGNEW, Provincial Treasurer



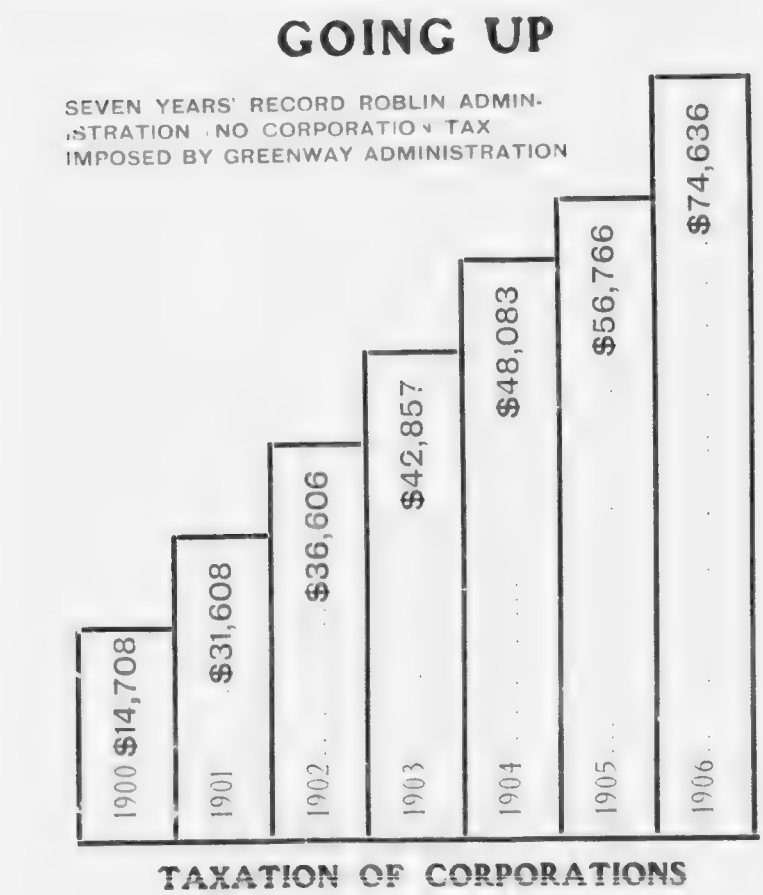
ROBLIN GOVERNMENT SURPLUSES ACCOUNTED FULLY FOR

Surpluses for the years 1900 to 1906, inclusive			$ 1,731,846.20
Expended on Public Buildings	$	835,087.10	
Cash on hand, Consolidated Revenue Account		812,760.26	
		$1,647,838.36	
Balance made up by extraordinary expenditure		84,007.84	
Surpluses for years 1900 to 1906, inclusive			1,731,846.20
Loan, Provincial Debentures, Series "G"			500,000.00
			$2,231,846.20
Deficit of the Greenway Government	$	248,136.00	
Public Buildings		835,078.10	
Aid to Railways $82,775.25			
Railway Aid Bonuses 64,740.75		147,516.00	
Survey Fees		53,516.00	
Expenditure on Ledger accounts over amounts received on Ledger acc'ts.		135,234.28	
		$1,419,686.23	
Consolidated Revenue Cash on hand $812,760.26			
Less Cash on Hand Dec. 31, 1899 600.29		812,159.97	
			$2,231,846.20

ESTIMATED REVENUE FOR 1907, ROBLIN GOVERNMENT.

	Estimated 1906.	Received 1906.	Estimated 1907.
Subsidy	$ 608,947.06	$ 615,222.26	$ 621,497.46
Int. School Lands Fund	90,000.00	76,212.36	110,000.00
Fines	18,000.00	18,266.52	18,000.00
Fees, Prov. Sec'y Dept.	15,000.00	20,512.40	17,500.00
Fees, Dept. Agri. & Im.	5,000.00	6,955.25	7,500.00
County Court Fees	18,000.00	20,194.07	20,000.00
Law Fees	15,000.00	16,893.97	17,000.00
Land Titles, Gen. Fees	170,000.00	207,577.22	205,000.00
Marriage Licenses	4,500.00	4,669.50	4,700.00
Manitoba Gazette	5,000.00	8,385.75	6,500.00
Sale of Statutes	300.00	613.34	300.00
Liquor Licenses	85,000.00	92,717.49	85,000.00
Interest	65,000.00	69,512.59	70,000.00
Private Bills	2,700.00	2,740.00	2,500.00

Provincial Lands.. ..	400,000.00	543,788.98	450,000.00
Support of Insane. ..	85,000.00	94,481.71	100,000.00
Support of Incurables.	4,000.00	4,198.17	5,000.00
Sup. of Deaf & Dumb	11,000.00	12,511.00	11,000.00
Succession Duties . ..	90,000.00	71,310.15	50,000.00
Insurance Act Fees ..	16,000.00	18,937.50	19,000.00
Corporation Tax	65,000.00	74,636.20	80,000.00
Railway Tax	80,000.00	84,150.00	100,000.00
3% Gross Earnings ..	10,000.00	.....	.....
Fire Prevention.	.....	5,749.81	5,000.00
Nor. & Mod. School Fees	....	.....	7,000.00
Sundry Revenue	2,000.00	6,845.37	2,000.00
Refunds..	1,000.00	12,000.00	12,000.00
Land Titles Assurance Fund..	12,000.00	12,000.00	12,000.00
	$1,878,417.06	$2,089,652.07	$2,047,497.46



SURPLUS OF ASSETS OVER LIABILITIES OF PROVINCE, EXCEED FORTY SIX MILLION DOLLARS.

DIRECT ASSETS.

Dominion Government, Capital and Interest Account		$ 3,980,943.80
Loans, Advances, etc.		185,602.18
Public Buildings, Furnishings, etc.		1,678,581.60
Cash on hand		812,760.26
Provincial Lands		
Deferred Payments and Interest still owing	$1,500,000.00	
Unsold Lands, 808,682 acres, at $3.00	2,696,046.00	
		$ 4,196,046.00
795,489 acres Swamp Lands examined and falling to the Province, at $3.00		2,386,467.00
		$13,240,400.84
To which add 5,358,834.35 acres Swamp Lands (according to estimate of Royal Commission) at $3.00		$16,076,503.05
		$29,316,903.89

Also add as Trust Asset, the principal monies of which are not available, but are held and controlled by the Dominion Government for the benefit of this Province.

School Lands Fund, Dec. 31, 1905	$1,329,137.82	
Deferred payment, at Dec. 31, 1905	850,861.15	
Estimate of 2,350,331 acres of School Lands, at $8.00	18,802,648.00	
		20,982,646.97
		$50,299,550.86

DIRECT LIABILITIES.

Provincial Debenture		
Series "A"	$ 787,426.67	
" "B"	255,986.66	
" "E"	1,498,933.33	
" "F"	997,666.66	
" "G"	500,000.00	
	$4,040,013.32	
Advance payment [illegible] etc.	8,960.23	
		4,048,973.55
Surplus of Assets over Liabilities		$46,250,577.31

COMPARATIVE STATEMENT SHEWING WHAT MANITOBA PAYS TO AND RECEIVES FROM THE DOMINION GOVERNMENT

Paid, Year Ending June 30, 1906.		Received, 1906.	
Customs (duties on imports)	$3,620,072.03	Subsidy	$615,222.26
Excise	1,090,707.00		
Total	$4,710,779.03		$ 615,222.26
Subsidy	615,222.26		

$4,095,556.77 paid by Manitoba to Dominion in 1906 more than received.

NOTE.—Customs figures only relate to collections at Port of Winnipeg, and do not include receipts at Ports of Brandon, Emerson, Killarney and Virden. Excise figures do not include any part of the Territories, but only Manitoba.

GRIT DRAINAGE SCANDALS

When the Conservative Government took over the administration of the affairs of the Province, certain drainage district contracts came under investigation, and a most disgraceful condition of affairs was revealed. Contracts had been given to a favored contractor and close friend of Clifford Sifton, at that time Mr. Greenway's Attorney-General, for work in the St. Andrews and Boyne Swamp Drainage Districts. What was disclosed?

DRAINAGE DISTRICT NO. 1.

Advertisement called for expenditure of $80,000. Bonds were, however, issued for $100,000;

Contract awarded to C. Whitehead for a lump sum of $91,760;

No penalty in contract for non-completion of work. Straw bondsmen taken as security;

Imperial Bank made advances to Whitehead on loan effected by Provincial Treasurer to extent of $17,000 before the debentures were realized upon;

Subsequently overdrafts of Whitehead at Imperial Bank were guaranteed by Robert Watson, Minister of Public Works, and J. W. Sifton, Chief Clerk and father of Clifford Sifton, to extent of $30,000. Changes were made in contract and plans without knowledge or consent of landsmen;

Drainage area was decreased and the excavation increased;

A wagon dredge was purchased at a cost of $4,544, and charged to the Drainage District.

[illegible]

[illegible] of $1,962.53 [illegible]

DRAINAGE DISTRICT NO. 2.

[illegible] Hon. Robert R[illegible] 1901 Session [illegible]

[illegible] Drainage District, No. [illegible] $20,000 [illegible] $30,000 [illegible]

[illegible] $1,000. [illegible] $20,000 [illegible] $9,105 [illegible] $10,000 [illegible] $10,500 [illegible] David A[illegible]

[illegible] $1,500. [illegible] Province. [illegible]

[illegible] to justify it. But we have made improvements every year, and are glad to be in the strong financial position that we are today.

"But even after our friends were defeated, they still kept an interest in Mr. Whitehead, and they came down here with [illegible] asking for an extension of his contract and amplifications. He was obliged to [illegible] contract to [illegible] and [illegible] asking [illegible] office [illegible] [illegible] from [illegible] [illegible] Government of that time, [illegible] under [illegible] conditions.

DECEITFUL TACTICS.

"In order that they might get that letter [illegible] in its proper place, what do you think they did? It was somewhat different, [illegible] letters are received at the Department the [illegible] [illegible] So under the date it was supposed to be written [illegible] the number 68043, the only half number of in the Department. This is the way they manipulated the work, and we have [illegible] the [illegible] responsible [illegible] all the [illegible] of the Department, [illegible] and [illegible] the country [illegible] the Boyne Marsh. This is the case."

[illegible] WHITEHEAD BOYNE SWAMP CONTRACT [illegible] OVERCHARGES [illegible] OFFICIALLY.

Over-measurement paid, 19,226 cubic yards, at 11c.	$ 5,444 86
Over-payment, first estimate paid twice	9,405 00
Advance on dredges	20,000 00
Advance on cordwood	10,800 00
	$45,649 86

$50,000 SAVED TO THE PROVINCE.

Mr. Whitehead, the favored contractor of the S[illegible] [illegible] father and son, [illegible] that "the game was up" when the present Government took hold of the reins of office and that henceforth his contract would be [illegible] and not a farce, deemed it wise and prudent to assign his Boyne Marsh contract to one Macdonald, which was readily given effect to by the present Government (the Province had had quite enough of Mr. Whitehead [illegible] Macdonald entering into an agreement to make good to the Government the indebtedness of Whitehead and his omission to do certain work paid for but not performed by him. The indebtedness and shortcomings of Whitehead [illegible] therefore [illegible] and fully $50,000 saved to the Province.

DRAINAGE ACCOMPLISHMENTS OF PRESENT GOVERNMENT

What a difference! Dishonest and [illegible] contracts replaced by honest and intelligent administration. Since 1890 work on the Boyne

Swamp Drainage District has been prosecuted with energy and intelligence, and is rapidly nearing completion, and thirteen additional drainage districts have been formed, in some of which all the work has been finished and in others substantial progress has been made.

PRESENT STATUS OF DRAINAGE DISTRICTS

District.	Land Benefited. Acres.	Drains Constructed. Miles.	Remarks.
No. 1	64,400	70	Completed
No. 2	449,591	383	Incl. 114 mls. dredge channels
No. 3 .	36,364	65	Completed
No. 4	80,508	152	Incl. 5 mls. dredge channels
No. 5	129,190	6	
No. 6	21,270	28	Completed
No. 7	8,400	6.3	Completed
No. 8 .			Not organized
No. 9	132,379	134.3	Completed
No. 10	43,610	46	Incl. 11 mls. dredge channels
No. 11	70,094	62.5	Completed
No. 12	132,836	84	Incl. 34 mls. dredge channels
No. 13	7,232	4	Straight. chnl. of Mill Creek
No. 14	67,088	47	
No. 15	21,761	21.1	Completed
No. 16	62,971	55	

The above districts comprise 2,075 square miles.

The foregoing record is most creditable to the Roblin Government, and its opponents are challenged to point to the misappropriation of a single dollar in connection with any of the works involved. Public works are executed on business principles and for the benefit of the public—not in favor of much-nursed contractors, as is the policy of all Grit administrations.

The Roblin Government's Vigorous Railway Policy.

In the Conservative platform, adopted prior to the general election in 1899, the following appears:

"The adoption of the principle of government ownership of railways, in so far as the circumstances of the Province will admit, and the adoption of the principle that no bonus should be granted to any railway company which does not give the Government of the Province the control of such railway by giving it the option of purchase." And it was not long after assuming office that the present Government proceeded to carry out this pre-election promise. It was believed that

the "giving away" policy of Mr. Greenway, without receiving any corresponding equivalent, was unnecessary and unwise. The present Government realized that a competing railway system and an absolute control of rates was what was needed, and accordingly in the year 1901 entered into a contract with the Canadian Northern Railway Company, which secured this result, which has saved to the people of the Province millions of dollars in freight rates. And this has been accomplished without costing the Province one dollar.

GREENWAY FED THE RAILWAYS AND THE PROVINCE SECURED NO BENEFIT.

During his term of office Mr. Greenway gave away to the railways over a million dollars and procured absolutely no benefit, no reduction of rates, and was forced to declare at the end that his policy was a failure. He said in his election address of 1899: "I am strongly convinced that lower rates than now prevail can ultimately be secured. I have long maintained that grain can be transported to Lake Superior at a maximum rate of ten cents per hundred pounds. If such a rate cannot be obtained over existing lines I am in favor of turning our attention elsewhere for relief."

What an admission, after giving away a million dollars of the peoples' money for absolutely nothing, relief was to be sought elsewhere, and at further cost to the Province.

DETAILS OF MR. GREENWAY'S MILLION DOLLAR GIFT TO THE RAILWAYS.

Nett cost of R.R.V.R. construction			$ 105,875 12
R.R.V.R. Main line	66	miles	115,500 00
Portage Extension	52	miles	91,000 00
Morris-Brandon	120	miles	210,000 00
Morris-Brandon, extra	25	miles	43,750 00
Souris Extension	148	miles	150,000 00
Pipestone and Glenboro	53	miles	87,377 50
Belmont and Hartney	46	miles	100,500 00
Foxton Extension	19.61	miles	34,317 50
Reston Extension	14.55	miles	25,462 50
	544.16	miles	

Railway Aid Bonuses

Municipality of Westbourne	62,250 00
Municipality of Birtle	32,166 65
Municipality of Shoal Lake ($1,435.20 still to pay)	14,644 95
Municipality of St. Andrews	19,250 00
	$1,092,094 22

WHAT THE GREENWAY RAILWAY POLICY IS COSTING THE PROVINCE ANNUALLY.

[illegible]

CONTROL OF RATES—A CONTRAST

[illegible]

A MAGNIFICENT SHOWING—OVER 1000 MILES OF C. N. RAILWAY CONSTRUCTED WITHIN THE PROVINCE UNDER ROBLIN GOVERNMENT IN LESS THAN SIX YEARS, WITHOUT COST.

[illegible]

	Miles
To [illegible]	197
To southeastern boundary and Port Arthur	355
Gilbert Plains branch	27.22
Oak Point branch	65.10
Beaver to Gladstone	18.3
St. Charles to Somerset	78.59
Neepawa line towards McCreary	52.4
Emerson line	73.65
Extension to McCreary	18
Portage la Prairie south-westerly	51.5
Carberry-Hunnerston	22.8
Greenway-Wakopa	52.1
Rossburn extension	79
Hartney Virden branch	37.46
Brandon-Carberry junction	25.51
Dundee branch	4.1
Birds Hill branch	1.54
DeLorimes spur	1.25
Oakland branch	17.11
Gretna to Portage la Prairie	77
Boundary to Morden	16
Brandon-Regina line	55
Total	1236.60

CONNECTION WITH LAKE SUPERIOR.

Under the agreement with the Canadian Northern Railway Company, the Government secured the completion of the line from Rainy River to Port Arthur, thus giving to the people of the Province another grain outlet and competition in earnest with the Canadian Pacific Railway Company for the first time and without costing the Province one single dollar. The Greenway Government did not or could not procure this connection. Mr. Greenway's railway policy was a disjointed one—railways were built in pieces, here and there, with no outward connection.

ROBLIN GOVERNMENT SECURED CONTROL OF RATES FOR NOTHING—WHAT GREENWAY SAID HE WAS PREPARED TO GIVE A MILLION DOLLARS FOR

The control of rates on all the Canadian Northern lines within the Province and to Port Arthur is absolute, and has been put into practical effect. Greenways' aided branch lines in the Province had accomplished nothing in this respect. He talked about a line to Duluth, spent thousands of dollars for legal opinions, but accomplished nothing. Finally he said, speaking at a public meeting at Portage la Prairie, shortly prior to his forced exit in 1899, "When I discussed the building of the South-Eastern line with Mr. MacKenzie he spoke of making arrangements for the construction of a line on Canadian territory. You remember the opposition to aiding a line to Duluth for the purpose of

[illegible] House, Ottawa, *if you will guarantee me a ten cent rate, I* [illegible]

[illegible] Province in this one particular a million dollars. [illegible] Robbin [illegible]

GRAIN RATES REDUCED.

Under the agreement with the Government the rates on grain on all Canadian Northern lines in the Province and to Port Arthur were first reduced two cents a hundred pounds on the tariff in force on 11th Febraury, 1901 (date of C.N.R. agreement with the Government), and again in 1903 a further reduction of two cents a hundred pounds was made by the Government.

EFFECT ON C. P. R.—OBLIGED TO MEET C. N. R. REDUCTION.

The further reduction in 1903 of two cents on the rates on grain made by the Government on C.N.R. lines, before alluded to, was so substantial and far-reaching in its effect that the Canadian Pacific Railway Company was obliged to consent to a reduction of rates of a similar character. Accordingly an agreement was arrived at by which the Canadian Pacific Railway Company reduced their rates on grain three cents a hundred pounds from all points in the Province to Fort William, upon the Government making the last reduction of grain rates on the C.N.R. lines only applicable to the extent of one cent instead of two.

WHAT IT MEANS TO THE PROVINCE.

The benefit is immeasurable, it being estimated that the saving to the people by the reduction of rates referred to can conservatively be estimated at two million dollars annually. The reductions are applicable on both the C.P.R. and C.N.R. lines from Winnipeg east to Lake Superior and from every station on those lines in the Province of Manitoba.

MR. BROWN NOT A GOOD PROPHET.

When the Canadian Northern contract with the Government was made in 1901, Mr. Brown was one of its strongest opponents, and journeyed to Ottawa and opposed its consummation—fortunately, however, without result, or otherwise the people of the Province would have lost the construction of over eight hundred miles of railway and still be staggering under oppressive freight rates. He foretold of the great calamities that would befall the Province if this "iniquitous bargain" as he termed it, was ratified. Results speak for themselves, and constitute the best proof to this twentieth century prophet.

WHAT HIS PRESENT RAILWAY POLICY IS.

[illegible] Mr. Brown's [illegible] lines in the Province. He said at the Liberal [illegible] Morning Free Press, 28th March, 1906), "[illegible] Greenway Government [illegible] Administration."

Of course he had to introduce the Greenway Government [illegible] above remarks.

It would never do to give the credit to the Roblin Government, to whom it is due, for the great railway development that has taken place during the past six years and forever settling the agitation respecting freight rates. He, moreover, is opposed, he says, to the guaranteeing of railway bonds. How then would he procure the construction of needed lines in the Province from time to time as required? He either, presumably, would not build them at all, or else go back to Greenway's policy of giving $1,750 a mile of the people's money and getting nothing in return.

ROTTEN RAILWAY PLANK.

At the Liberal convention, held in March last, the following resolution was adopted: "That this convention expresses its emphatic disapproval of the unwise wholesale guaranteeing of railway bonds."

What clap-trap! No unwise wholesale guaranteeing of railway bonds by the present Government has taken place, as stated. All bonds guaranteed have been to ensure the construction of needed lines in portions of the Province, and in no case have lines been built that were not necessary and for the benefit of the people of the localities affected. This plank is weak in the extreme, and will not stand much pressure.

A COMPARISON—MR. BROWN'S OTTAWA FRIENDS MAKE A WHOLESALE RAID ON THE TREASURY FOR RAILWAY GUARANTEES AND SUBSIDIES—A REALITY, NOT A SUPPOSITION.

It only requires but a cusory examination to demonstrate that Mr. Brown is a "straggle-legged" politician. What he condemns in Mr. Roblin he applauds in Sir Wilfrid Laurier. Guaranteeing railway bonds by Mr. Roblin, he says, is what he condemns. Has he ever looked to ascertain the exetent of the subsidies, bond guarantees and land grants given away by Sir Wilfrid Laurier and his Government to railway companies? During the year 1905, cash subsidies to the amount of $1,275,629.53 were paid to the following railways:—

[illegible] Railway Company	$186,999 00
Atlantic and Lake Superior Railway Company	12,336 80
Algoma Central and Hudson's Bay Railway Company	311,140 00
Bruce Mines and Algoma Railway Company	25,120 00
Beersville Coal and Railway Company	20,736 00
Canadian Pacific Railway, Pheasant Hill Branch	56,576 00
Halifax and South-Western Railway Company	291,842 00
[illegible] Railway Company	4,176 [illegible]
[illegible], Bobcaygeon and Pontypool Railway Company	185,173 06
[illegible] and Victoria Beach Railway Company	17,789 00
Orford Mountain Railway Company	38,250 00
South Shore Railway, Canadian Bridge Company	3,456 46
[illegible] River Railway Company	32,134 00
	$1,275,[illegible]

Bonds of the Quebec Bridge and Railway Co., for $6,678,200.00 and interest at 3 per cent. for 50 years, were guaranteed. Like wise [illegible] the Canadian Northern Railway Company (the same line that Mr. Brown blames Mr. Roblin for aiding) for principal and interest at the rate of 3 per cent. on £1,923,287 sterling, for 50 years. This guarantee is at the rate of $13,000 per mile ($3,000 more than Mr. Roblin's guarantee) for the line from the end of the Gilbert Plains Branch to Edmonton, a distance of 620 miles, and the extension of the Prince Albert branch 100 miles, a total distance of 720 miles at $13,000 a mile and interest. And lastly, has Mr. Brown forgotten the Grand Trunk Pacific guarantee, which is for a sum equal to 75 per cent. on the cost of the [illegible] western division, and $13,000 [illegible] the prairie section?

Verily, the similarity of the two cases, i.e., the nature and extent of aid to railways by the present Governments of Manitoba and the Dominion at Ottawa are as different in size as a flea and an elephant, and yet Mr. Brown blames Mr. Roblin and approves of his Grit friends at Ottawa.

Mr. Brown has become an apt pupil of Messrs. Greenway, Sifton & Co. He, however, should not overdo it.

GOVERNMENT GUARANTEE OF C. N. R. BONDS A MOST REMOTE LIABILITY.

[illegible] bonds of the Canadian Northern Railway Company, to the extent of eight thousand dollars a mile for construction, and two thousand dollars a mile for equipment, have been guaranteed, and the Roblin Government is proud of its record in this respect. [illegible]

[illegible] C.N.R. at the Government aid of $1,750 per mile? If this had been done, the 1,200 miles of needed lines have constructed and [illegible] Government [illegible] Province would have cost the enormous sum of $2,000,000 [illegible] Greenway's million dollars! And what is the [illegible] of the liability that the Province now incurred? [illegible] in point of fact. The C.N.R. [illegible] through the Province of the Dominion and [illegible] a [illegible] transaction. The actual mileage under operation at the end of the year 1906 was 2,459 miles. The Province has a first mortgage on the portion of the line between Manitoba and Thunder, Minnesota, and Ontario to Port Arthur. A [illegible] be [illegible] with [illegible] portion of which the Province holds a mortgage, or [illegible] [illegible] which the Province holds affects the whole system. Surely, [illegible] being the case, no reasonable person will allege that the Province will ever be called upon to institute foreclosure proceedings on the Manitoba part of the system. And what has been the earning power of the C.N.R. line? Simply wonderful. Every year it is greater than in the preceding one, amply demonstrating that the liabilities of the Province is becoming less all the while. Even now it is a mere speck on the financial horizon.

It is apparent, therefore, that the bugaboo of contingent liabilities which Mr. Brown is endeavoring to set up against the present Government is of a will-o'-the-wisp character, and not entitled to serious consideration.

The Roblin Government has done away with railway monopoly in Manitoba absolutely and for all time; over 1,200 miles of new lines have been constructed; absolute control of rates is assured, and all has been accomplished without costing the Province a single cent. The record is one that any government should be proud of.

Greenway Exempted the Canadian Northern—Roblin Government Taxed It.

Under the several agreements of the Greenway Administration with the Canadian Northern Company, clauses are contained exempting all the property of that Company from all forms of taxation. The present Government abrogated this provision and provided that from and after the year 1906 the Company should pay to the Province a tax of two per cent. of their gross earnings. The sum of $10,698.30 has been received in 1906 on this account.

NO SECRET DEALS NOW.

The railway policy of the Roblin Government is one of candour: everything is done above board, and not in the dark and secretly, as was-

[illegible] Mr. Greenway [illegible] Mr. Robert Watson, and Mr. A. D. Cameron [illegible] 1899 [illegible] Mr. Mc[illegible], President of the Northern Pacific Railway Company, [illegible] Green Bay Valley [illegible] conspiracy [illegible] give [illegible] Northern Pacific [illegible] C.P.R. [illegible] At Portage la Prairie, Nov. 9th, 1899, Mr. Greenway said: "We [illegible] $81,700 [illegible] building?"

Mr. Watson, [illegible] said: "We [illegible] today the N.P. [illegible] C.P.R. [illegible] any bonus at all."

Mr. A. D. Cameron, Mr. Greenway's Attorney General, speaking [illegible] Nov. 9th, 1899 [illegible] of Mr. Mc[illegible] Northern Pacific [illegible] vigorously protested against [illegible] Company [illegible] Greenway Government said Free Press reports:

"Dealing [illegible] Mr. Cameron said [illegible] was [illegible] the policy of the Government had been [illegible] miles of railway without costing the Province one dollar. The Government could never have been justified, in the eyes of the business men in this City or Province, in giving a grant to the N.P. in constructing [illegible] which are being covered by these other roads [illegible] It was the duty of the Government to point out that they could not justify themselves before the business men and farmers of the Province, if they were to spend money with the choice of supplying a territory which was to be supplied by the C.P.R., without costing the Province one dollar. In closing, Mr. Cameron drew attention to the results. The whole case showed that, when it came down to a reality, the N.P. received everything they asked for, that the Legislature of the Province carried out fully everything that had been promised on their part. It showed, further, that the action of the Government had been such that there had been constructed in the Province this year nine miles from Portage la Prairie northerly; twenty miles from Portage la Prairie, by the N.P., westerly; twenty miles from MacGregor, by the C.P.R.; twenty miles from Hamiota westerly, and twenty-three miles southerly from Deloraine, or between ninety and one hundred miles of road, in localities which have been crying for railway facilities, and this result was obtained without costing the Province [illegible] of cash or [illegible] facilities. [illegible]"

The [illegible] informed that the [illegible] being [illegible] P.R. without aid, and that, therefore, aid would not be given to the Northern Pacific Company.

What was disclosed upon the present Government assuming office? The [illegible] Mr. Greenway had promised to pay the C.P.R. for [illegible] the Harrison and Westbourne [illegible] at $1,750 per mile, and had entered into a contract with the Company [illegible] and for the Stonewall and Lake Manitoba [illegible]. The party had [illegible] [illegible]!

These are the gentlemen that sit in Liberal conventions and criticise the acts and other policy of the present Government. No wonder that at the Grit convention held in Winnipeg last March they, like Mr. Brown, approved of the policy of their compatriots at Ottawa, and all [illegible] [illegible].

NO MORE ILLEGAL PAYMENTS

The present Government pay no [illegible] expenditures. How [illegible] the Greenway Government, [illegible] to pay the Canadian Pacific Railway Company $150,000 for the Souris [illegible], without the authority of the Legislature? Briefly, [illegible]:

In 1891 authority was given by statute to pay the Canadian Pacific Company $150,000 for extending their time to Souris, upon the condition that the line should be completed in the year of 1891. For this purpose $120,000 was placed in the 1891 estimates. The work was not completed in 1891, and the amount stated in the estimates, and [illegible] to be paid, therefore lapsed.

In 1892 the time for completion was extended until July 1st, 1892, and the amount of subsidy agreed to be paid to the railway company, upon the condition that the line should be completed and in operation by the 1st of July, 1892.

In the same year $60,000 was placed in estimates as follows: "Railway Aid) Souris extension, $60,000."

The line was not completed until after July—about the end of August. Therefore, the provisions contained in the statute as to the payment to the railway company were nullified and considered inoperative. Likewise, the $60,000 voted in the estimates lapsed.

It made no difference, however, to Mr. Greenway: "He and his Council" authorized the issue of a special warrant for the payment of the *[illegible] amount of $150,000*, and it was accordingly paid.

And still another instance: In 1898 another special warrant was issued. Instead of calling the House together and adopting the constitutional usage of asking the Legislature to vote the supplies necessary for the year, Mr. Greenway and his "star chamber" Government, [illegible] days before the opening of the Legislature, placed at their disposal, without the knowledge or sanction of the Legislature, $100,000, and never reported the fact to the Legislature as required by law.

GOVERNMENT RETAINS CONTROL OF RATES ON ALL RAILWAY LINES CHARTERED BY THE LEGISLATURE.

The present Government [illegible] Province [illegible] freight and passenger rates, be subject to government control. There is, therefore, [illegible] provisions.

"The maximum rate or charge for the carriage of freight or passengers by any company, over any lines of railway [illegible] the provisions of this Act, shall, before being put into operation, and from time to time, be approved of by the Lieutenant Governor in Council."

This provision is a force on the Great Northern, on the Manitoba Railway, being operated in the Province [illegible]

NEW LINES TO BE CONSTRUCTED

Mr. Roblin, in an address delivered by him in the City of Winnipeg, on September 12th, 1906, spoke as follows as to the construction of new lines:

"It is the policy of the Government to build a line on the Oakland Station on the Delta line west and north along the west shore of Lake Manitoba and up through St. Rose du Lac and on to Lake Winnipegosis, also from Oak Point, on what is called the old Hudson's Bay line, north as far as settlement and the interests of the people may demand; also from Rossburn to Russell and on to Shellmouth; also from a point at or near Neepawa, on the Canadian Northern, westward through Langley, Odanah, Saskatchewan, Blanshard, by Violadale, on to the boundary of the Municipality of Ellice; to complete the line to the boundary of the Province running west from Brandon and south of the C.P.R. through the Municipalities of Sifton, Pipestone and Wallace; to complete the extension of the so-called Greenway line from a point in township [illegible] range nineteen, on to Deloraine and northward to a point at or near Elgin; and also a line from Morris in a south-westerly direction to a point at or near Stuartburn on the Emerson-Sprague line."

Do the people of these districts desire these lines built, or do they wish the return of Mr. Brown (who is opposed to further development) and all the consequent stagnation?

A Railway Retrospect.

Over 1,200 miles of new lines constructed since the present Government assumed office, without the cost of a single dollar to the Province.

Absolute control of freight rates.

[illegible]

Some deals with the C.P.R.

[illegible] $15,000.

[illegible] C.P.R. [illegible] Canada [illegible]

[illegible] C.N.R. [illegible]

[illegible] Government [illegible] Greenway exempted [illegible] from taxation, and received [illegible] Government has received from railway [illegible] tax was imposed in 1890, up to [illegible] of 1906, $656,049.92

How the Railways Fared

UNDER GREENWAY GOVERNMENT

BONUSES TO THE RAILWAYS REPRESENTING GIFTS FROM THE PUBLIC

R. R. V. R.	$312,375.12
N. P. R	354,250.00
C. P. R.	297,157.50
Municipality Bonuses	128,311.60
544 miles	$1,092,094.42

EXEMPTION, HEAVY AID and NO TAXATION

UNDER ROBLIN GOVERNMENT

TAXATION OF THE RAILWAYS REPRESENTING REVENUES TO THE PUBLIC

TAXATION AND NO AID

OVER 1200 MILES CONSTRUCTED

Statements of Revenue for last seven years show receipts from railway taxation of.. $350,780.77

A Few Comparisons.

[illegible]	[illegible]
1. [illegible]	[illegible] Election Act.
2. [illegible] $[illegible] for railways.	2. Over 1,000 miles constructed [illegible] cost.
3. [illegible]	3. [illegible] of taxes.
4. [illegible]	4. [illegible] reduction of taxes.
5. [illegible]	5. Taxation of corporations.
6. [illegible] of railways.	6. Taxation of railways.
7. [illegible]	7. Increased annual surplus.
8. [illegible]	8. A [illegible] policy.
9. [illegible]	9. [illegible] policy.
10. [illegible]	10. Prompt payments.
11. [illegible] agriculture.	11. Agricultural College.

A Pure Election Act.

The Roblin Government may well be proud of its record in giving to the people a pure Election Act. If there is one thing more valuable than [illegible] it is an inherent right [illegible] and in [illegible] hoarded or [illegible] wealth.

In the Conservative platform of 1899, it was laid down "that the present iniquitous franchise law be repealed, and that an equitable Act, based on the principles of manhood suffrage and one man one vote, be enacted," and after succeeding to power no time was lost in fulfilling this promise.

The Greenway method of compiling the voters' lists was a public scandal. The dice were all loaded, making it impossible for Conservatives to receive fair play and justice. It was the most unfair legislation ever placed upon the statute book, providing ample means for violent partizanship and political debauchery at every turn, and calculated to do that portion of the public which did not see eye to eye with Mr. Greenway, the most manifest injustice. The most rabid supporters of the Government were selected as registration clerks and revising officers. These partizan clerks sat down in offices and put on and left off the lists whom they pleased, and it was most difficult and expensive to have names put on and struck off the lists as prepared, the most complicated machinery being provided as to notice, etc. The most glaring frauds were attempted, and it was only after the most vigilant efforts and large expenditure that the opponents of Mr. Greenway were able in 1899 to procure something like a fair list. In 1899, 1925 names were added to and 5,446 names struck off the lists at the Courts of Revision.

The method of preparing the lists under the law enacted by the Roblin Administration is absolutely fair and equitable in every respect. The preparation of the lists is entirely removed from Government control or influence. Every man is required to make personal application before being registered as elector. Instead of partizan lawyers being appointed revisers of voters, as practiced under the Greenway regime, the County Court Judges of the Province now perform this service. The lists cannot be manufactured, and on the lists prepared pursuant to the provisions of the law certain and an honest expression of the people can be obtained. The Roblin Government voters' lists are as perfect as can possibly be read, and particularly noticeable by the absence of names of aliens and dead men, which names occupied considerable space in Mr. Greenway's lists.

MR. BROWN WOULD RETURN TO SYSTEM WHICH EVEN MR. GREENWAY SAID WAS A DISMAL FAILURE.

Mr. Brown says that he is in favor of having the voters' lists prepared by the municipal clerks. Even Greenway is opposed to this system. Read what he said in 1892 on his success:

"It has always been the desire of the Liberal party to have the preparation of the voters' lists in the hands of the municipal clerks, and, although the compilation of the lists in 1888 by enumerators had been satisfactory, it was determined in 1889 to introduce a measure providing that the work should be done by municipal clerks. This Act was passed in 1889. The lists throughout the Province were made up from the municipal lists, which were compiled by the municipal clerks. The result was that the lists were, almost without exception, utterly bad. They contained a number of names which should not have appeared, and the residents who were not owners or tenants of real estate were left off in wholesale numbers. There is hardly a constituency in the Province in which an examination of the list of electors made up under the Act of 1889 will not show that it is the most incorrect and defective list ever made up for legislative elections for the territory which it covers. Fortunately, there was only one election (Portage la Prairie) held upon the list of 1889. It was found also that the work of getting proper returns from the municipal clerks was so slow and unsatisfactory that in a great many cases the list of 1889 was not completed and revised until 1890. The Portage la Prairie list for 1889, for instance, was not completed until April, 1890, too late to be used for the municipal elections of 1889 (the municipal and legislative lists being compiled together.)

"The experiment of having municipal clerks compile voters' lists for legislative purposes was thus given a fair trial, and *turned out a dismal failure*."

Such a system as Mr. Brown and the Liberal platform recommend would undo all the good done by the Roblin Government Election Act. The effect would in a very short time be that party politics would be

THE THIN RED LINE INFAMY

[illegible] Mr. R. E. A. Leech, [illegible] A Mr. McLean [illegible] W. H. [illegible], [illegible] Lands. A Mr. Kenner, an [illegible] also Mr. [illegible] secretary of C. A. Young. Mr. [illegible]

What has Mr. Brown to say in [illegible] Nor [illegible] in fact, at the Liberal convention last March he was a strong supporter of the [illegible] endorsing the actions of the Government at Ottawa [illegible] and condemns on pages of his character. In this [illegible] Mr. Brown denounces the carrying out of what he said in [illegible] the Opposition leadership last March, i.e., "I have [illegible] strong grounds in this Convention against political corruption in public life. I intend to stake the people of Canada on this and to the importance of eradicating from public life the great evil." Has any one heard or read a single, solitary statement of Mr. Brown reflecting on the Ottawa Government, whose crimes and acts of political corruption are as numerous as the sands upon the sea-shore? When is he going to start threatening the people of Canada to these? Never!! Mr. Brown's words are [illegible] sugar-coated. Depend upon it, he is but a mere pigmy and tool in the hands of the "gang" at Ottawa. Is as much one of them and one of themselves.

Grit "Machine Huggers" Ballot-Box Stuffers and Switchers Eulogized by Mr. Brown.

[illegible]

He is referred to "Hog the Machine" Preston in West Elgin, [illegible] by being appointed by Sir Wilfrid Laurier as Immigration [illegible] in London; West Huron, where 300 more ballots were printed [illegible] given to the deputy returning officers, and used to stuff the ballot boxes in favor of the Liberal candidate, and where wholesale switching of ballots took place; Brockville, where experts were engaged to instruct [illegible] returning officers in the art of slipping and substituting ballots; the Gamey incident in Ontario, where a deliberate attempt was made to purchase Mr. Gamey, a member of the Legislature, to support Mr. [illegible], then Premier of Ontario; the Jackson scandal in South Oxford; [illegible] Soo election, where personators were brought in by shipload to vote; the London election, where the most scandalous methods were resorted to to elect Mr. Hyman, Sir Wilfrid's present Minister of Public Works; and so the list might be extended indefinitely.

Mr. Brown has constituted himself the champion of political morality. Let him show by his acts and deeds that his professions are sincere, or otherwise stand convicted before the people of Manitoba as a political mountebank—a theoretical modern Tallyrand.

An Agricultural College a Reality.

Placing the present Government in power is the reason that the Province has to-day an Agricultural College to be proud of. Greenway talked on the subject for years, but as he was too busy building hotels and equipping side-shows in a foreign country, no action was ever taken.

In the establishment of this College the Government [illegible] Pro-[illegible] All this has been done, too, out of the surplus which the Government has been able to accumulate. The whole cost of the College [illegible] $600,000. The College [illegible]

TEXT BOOKS SUPPLIED FREE TO SCHOOLS.

Up to Standard IV in the public schools the Government supplies text books free. By purchasing direct from the manufacturer the Roblin Government has secured a reduction of between 30 and 40 per cent. The [illegible]

	Old Price.	Present Price.
Primer	25c	[illegible]
First Reader	[illegible]	[illegible]
Second Reader	[illegible]	[illegible]

The quality is [illegible] superior to [illegible] books previously used, and where, too, [illegible] paid for by the pupils, under Greenway's [illegible]

The Grit Platform Nineteen Planks, but a Frail Structure.

The Liberal [illegible] convention in Manitoba [illegible] to build a platform. They got together eighteen planks and then lashed them together with another one avowing allegiance to the Government of Sir Wilfrid Laurier, taking care, however, to make no allusion to the many acts of omission and commission of that Government regarding the Province of Manitoba. All the coterie were present, including Mr. J. D. Cameron, the hero of secret railway deals. Two days were consumed in constructing the platform, and during all the while Mr. Roblin and his Government were roundly abused by these political partizans for daring to give to the people a fair and honest Election Act; for building at no cost to the Province over 1,200 miles of railway and substantially reducing freight rates on all lines all over the Province and to Lake Superior; for building an Agricultural College in the Province instead of an [illegible] United States, like Greenway; for increasing the grants to schools, hospitals, charities, agricultural societies and municipalities for the construction of bridges, roads and drains; for taxing the corporations and railways; for erecting and improving public buildings, and many other things of the same character which the Roblin Administration had the audacity to do. At the close of the proceedings one of the Greenway-Sifton hymns, printed at the Deaf and Dumb Institute, was sung, and all present tried away to their respective homes.

[illegible] convinced that Mr. Roblin was a bold, bad man. Greenway and W[illegible], under [illegible] gathering: they were at Ottawa misrepresenting the people of the Province, and joining hands with Laurier in preventing Manitoba getting an extension of boundaries. J. D. Cameron, therefore, was in the front ranks, although he protested rather strongly before the "meeting" broke up against the acception of the plank requiring all railway contracts to be advertised in *The Manitoba Gazette*.

As has been stated, the planks of the platform adopted at this "revival" [illegible] involving Dominion jurisdiction; all the others, excepting two, are either negative propositions or wholesale pilferings from the policy of the present Government. The two exceptions stated are with respect to the voters' lists and Provincial lands administration. These are fully discussed [illegible] under appropriate headings.

For reference this platform appears at the end of this pamphlet.

MR. BROWN'S INCONSISTENT "CROAKINGS."

On every occasion the favorite theme of Mr. Brown is to dwell upon the debenture debt of the Province. He purposely avoids stating the fact that to a large extent this debt was incurred by the Greenway administration and given to railway corporations without the slightest equivalent being received therefor, and further, that the Roblin administration, out of the proceeds of land sales, is merely doing what any business man would do, i.e., recompensing the Province for what it has disbursed for interest on certain of these debentures. If the Roblin government was diverting these moneys to purposes other than to provide for the necessities of the Province and for the development thereof, Mr. Brown's criticism would be just, but when used for these legitimate purposes, as they are, Mr. Brown's croakings are wide of the mark. Mr. Brown, too, professes to be fearful of the policy of the Roblin administration, ie., the substantial development of Manitoba, and predicts dire results that this is being done while the debenture debt remains, stationary. It is evident that he has one policy when criticizing the Roblin government to advance his own political ends, and another when addressing the Municipalities of the Province.

In addressing the meeting of the Union of Municipalities in Brandon in November, 1905, he said:—

"Do not be afraid of liability. Give the country a chance and you need have no worry about debenture debt. Future generations will rise up and call you blessed, but if you allow your community to stand still when you might be instrumental in pushing it ahead, when history is written no words will be found too strong with which to condemn your short-sightedness."

Mr. Brown's "blowing off" capacity is too great. He is not unlike the Mississippi steamer which had a five-foot boiler and a seven foot whistle.

MR. BROWN'S RECEIVING CAPACITY

[illegible]

Unfair Treatment of Province by Dominion Government.

[illegible] Province of Manitoba be the Ottawa authorities [illegible] Provincial Government [illegible] acts of injustice and [illegible] Robin administration [illegible] rights of the Province.

[illegible] Government proposes to [illegible] its present power, and to [illegible] supported by the people of the Province, [illegible] rights they overcome might.

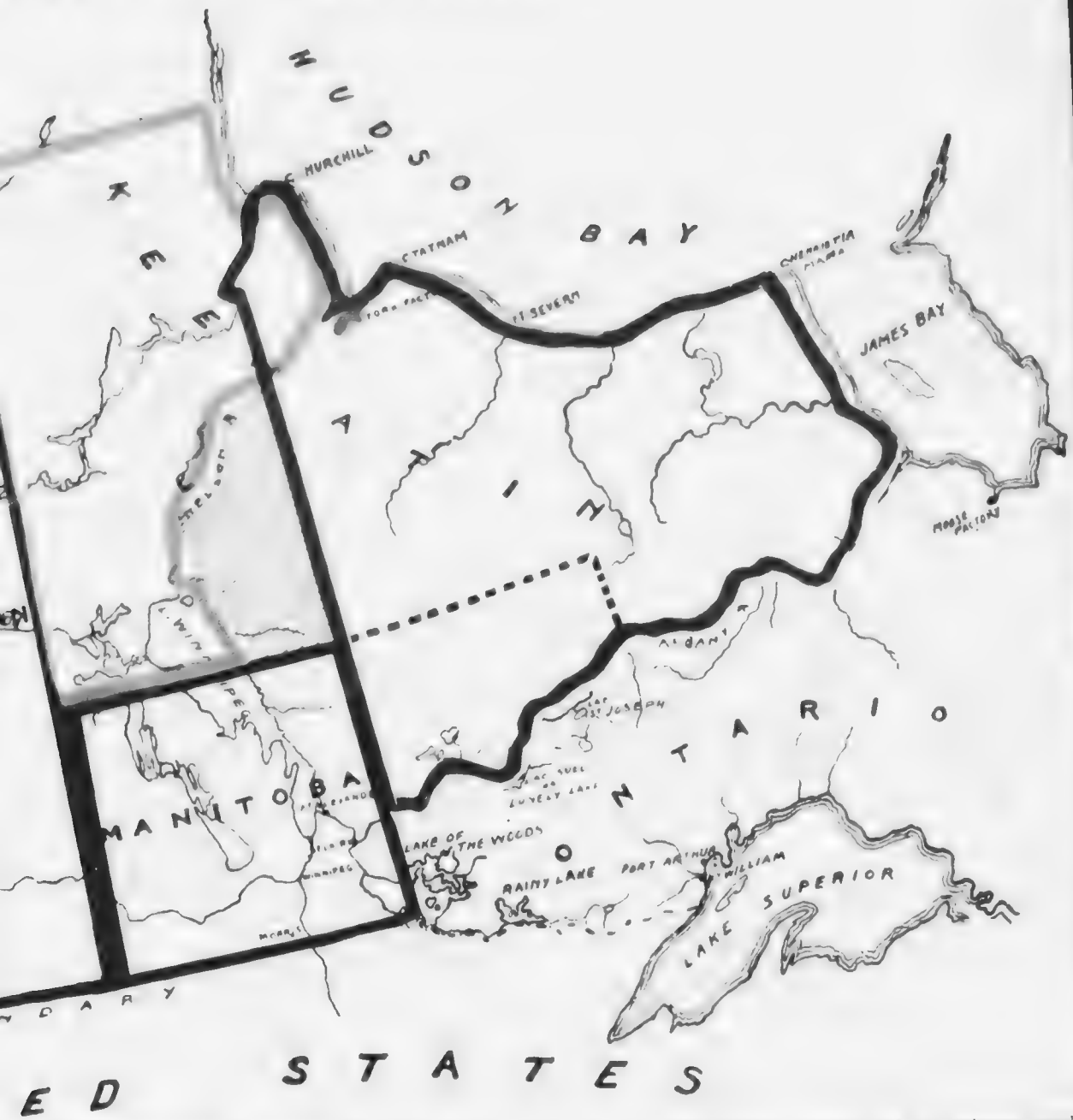
EXTENSION OF BOUNDARIES

[illegible] important matter concerning with the Dominion, and one in which the Federal Grits seem determined that justice shall not be done Manitoba. Since assuming office, the present Government have persistently demanded the extension of the present cramped area of the Province. It has been and is claimed that the Province is entitled to enlargement as a matter of right in order to place it on something like a fair basis in territorial extent as [illegible] other Provinces. The

HOW MANITOB

RESOLUTION
VERMILION
ALBERTA
EDMONTON
CALGARY
SASKATCHEWAN
PRINCE ALBERT
BATTLEFORD
SASKATOON
MOOSEJAW
REGINA
INTERNATIONAL BOUNDA
UNITED

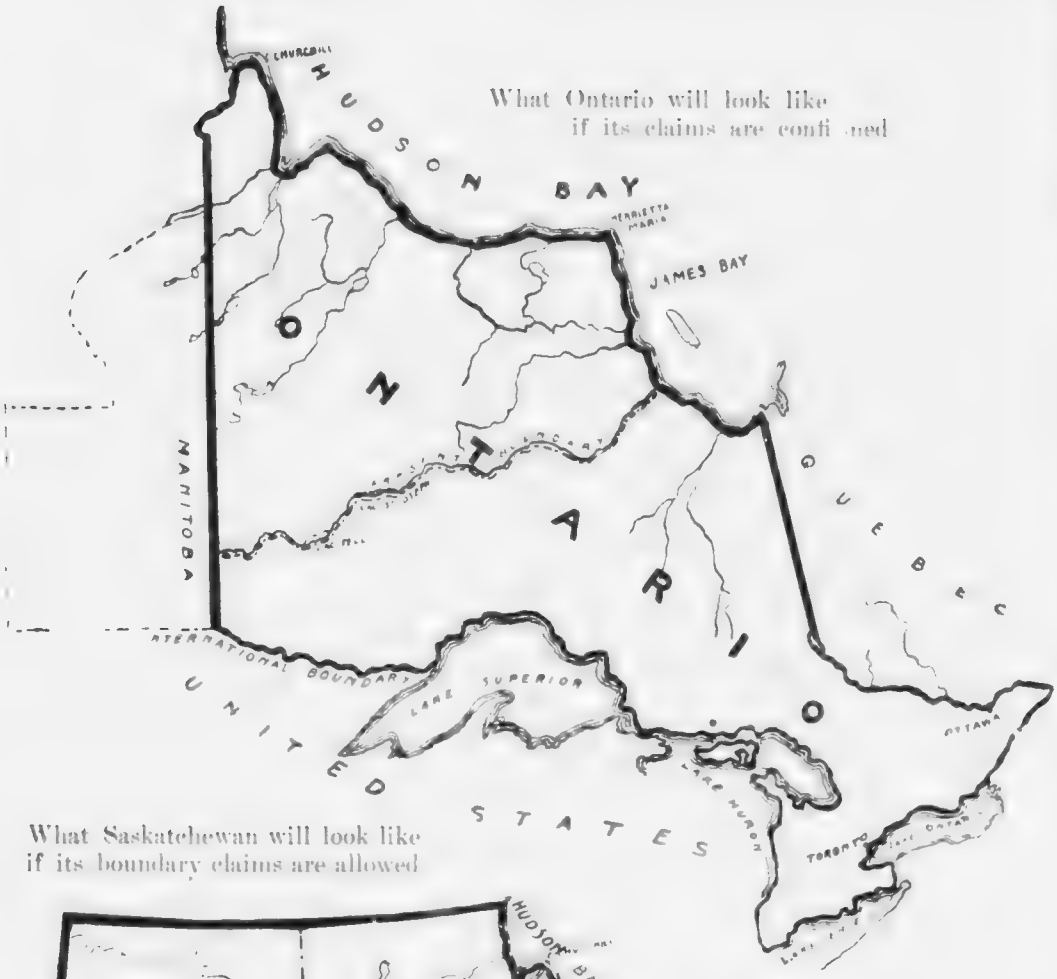
TOBA IS SQUEEZED



spectively. Shaded portion shows what is left of Manitoba. It will be seen that claims of Ontario and Saskatchewan overlap the Canadian whole. The continuation of Manitoba's present eastern boundary and following the Churchill river and Hudson Bay are authorities are not willing to concede

case of Manitoba has on several occasions been duly presented to the Federal authorities, but as frequently has Sir Wilfrid Laurier and his Grit associates turned a deaf ear. Finally, when the two new provinces in the west were formed two years ago, and it became necessary to make some decision regarding the demands of Manitoba for enlargement (Sir W. being obliged to admit, as he did, that the request of Manitoba for an extension north was a reasonable one), designedly, and with a view of still further harrassing Manitoba, suggested to Ontario, Quebec and Saskatchewan that those Provinces should lay claim to part of the territory claimed by Manitoba. This has been done by Ontario and Saskatchewan (the claim of Quebec being too absurd to present), and the matter remains *sub-judice* in the hands of the Federal Government. In order to give due appreciation of the greed of Ontario and Saskatchewan; to show what robbery at the expense of Manitoba is contemplated; how it is proposed to squeeze Manitoba, the herewith diagrams are shown, which will afford a comprehensive grasp of the situation.

What Ontario will look like
if its claims are confi ned



What Saskatchewan will look like
if its boundary claims are allowed

Manitoba as it will appear
when the Grits have settled
the boundary question as de
demanded by
Ontario and
Saskatchewan

If the claims of Ontario and Saskatchewan are carried out, this is the way the three Provinces would appear if the area of each was confined to a square:

ONTARIO

SASKATCHEWAN

MANITOBA

If contrasted in a graphic way, it would appear as follows, in size:

Are the people of Manitoba going to stand such indignity? There is one remedy and only one, and that is union and determination upon the part of the people of this Province to stand up for their rights. No matter how strong Sir Wilfrid Laurier may feel in his present political position, no public man can defy an united public opinion and refuse them their demanads when they are so just, reasonable and fair, as are the demands made by Manitoba for an extension of boundaries. If there was occasion for the people of this Province to be hertofore united, there is more reason that they should be united at the present time in view of the obstacles and difficulties that are being placed in the way to prevent that extension which is so necessary and desirable. The responsibility rests upon the shoulders of every good citizen of the Province. Equal rights, justice and simple fair play are what are demanded, nothing more and nothing less should be satisfactory to the people of Manitoba.

Regarding the Swamp Lands—Another Gross Injustice.

The manner in which the swamp lands have been, and are being, administered by the Dominion authorities is most discreditable.

At the time of what is known as the "Better Terms Settlement" of 1884, it was vigorously contended that the Province should be given control of the remaining public lands in the Province, and that adequate compensation should be given for those already disposed of, and it was then agreed, and afterwards embodied in Acts of the Parliament of Canada, that the Province should thereafter be paid yearly, as an indemnity for want of public lands, the sum of one hundred thousand dollars, and that all Crown lands in Manitoba which might be shown to be swamp lands, should be transferred to Manitoba and enure to its benefit and uses. At this time it was estimated that the Province embraced within its area from seven to ten million acres of land of this character, and it was confidently expected that prompt and efficient steps would be instituted to determine what lands came within the meaning and operation of the statutory provision hereinbefore referred to, and that, therefore, the assets would prove a valuable one to the Province. This was in 1885, over twenty years ago, and what has been the result? But one million two hundred and eighty-two thousand six hundred and eighty acres and a fraction have been transferred to the Province, and at a cost to the Province for inspection of considerably over one hundred and fifty thousand dollars, charged regularly, with interest, against the already meagre subsidy of the Province, and paid to persons engaged by the Dominion authorities, and in whose selection the Province was never consulted and has no voice. This feature, although bad enough, is not the worst. The records show that out of the total area examined by the inspectors up to the present time, and found to be swamp lands, viz., 2,051,165.65 acres, 768,484.76 acres have been withheld by the Dominion authorities and appropriated to other purposes.

Such a method in dealing with these lands by the Dominion authorities, as above set forth, is opposed both to the letter and spirit of the Act of 1885, and, therefore, constitutes such a breach of good faith that the Province has the strongest grounds to complain and protest.

Clearly, full compensation should be given the Province for all the area of these lands reported by the inspectors as falling to the Province as swamp lands and not handed over. It has been through no fault of the Province that the inspections, contemplated by the Act of 1885, have not proceeded with promptitude and reasonable despatch, and that, therefore, many of these lands have been otherwise disposed of. The Federal authorities alone are to blame for this condition of affairs, and the Province of Manitoba should not bear the loss occasioned thereby.

To still further accentuate that the Province has strong reasons to complain as to its treatment in the mater referred to, it may be

observed that while there is handed over to the Province by the Federal authorities from time to time, but at very infrequent periods, small areas of swamp lands actually reported by the inspectors to be such, the Province is charged with the cost of inspection of the whole area reported by the inspectors as available, whereas a large proportion thereof, as has been shown, is appropriated for the purposes of the Dominion.

To demonstrate this peculiar anomaly, up to the present time the Province has paid for the cost of inspecting 764,484.76 acres and received no equivalent therefor.

Notwithstanding the violation of the plain meaning and intention of the Act of 1885, in the manner hereinbefore indicated; notwithstanding the Province is charged with the cost of selection of thousands of acres of lands appropriated for the purpose of the Dominion, and notwithstanding an expressed agreement to the contrary, the Province is charged interest at five per cent. on all sums expended by the Dominion for swamp lands inspection, from the time of such expenditure until the next subsidy is payable, no matter whether any lands have been handed over to the Province or not.

The foregoing facts have time and again been called to the attention of the Dominion authorities, but they look on with perfect indifference and persist in continuing the policy objected to by Manitoba.

Mr. Brown says this is right, having endorsed all the acts of omission and commission of the Grit aggregation at Ottawa now prostituting the name of constitutional government. What do the people of the Province think of Mr. Brown and his Ottawa masters? How generous of Ottawa to club the people of Manitoba!

The School Lands and School Lands Fund Control Unjustly Retained by Ottawa Government.

In 1872, two sections in every township of the Province were set aside by the Parliament of Canada for the purposes of education. Administration was retained by the Dominion. As the Province developed, however, it was maintained that the Province was best able to administer this trust, and successive Legislatures of the Province for many years have affirmed the wisdom that these lands and the funds derived from sales thereof, should be handed over to and vested in the Province. The opinion is that this endowment can be administered more wisely, with greater economy, and with better and more satisfactory results, by the Province, than by a far removed department of the Dominion executive, unfamiliar with local conditions with a limited knowledge of the rapid transitions constantly taking place in Manitoba.

It has frequently been pointed out that the spirit and intention of the Parliament of Canada, when creating this endowment, was that such

should be administered and dealt with to the greatest advantage, and from time to time, and at all times, in such a manner as would be productive of best results in developing a stable educational system in Manitoba.

It is maintained that, whatever reasons or causes may have prevailed in the early history of the Province for the administration of the endowment by the Federal authorities, such do not exist at present, and that the Parliament of Canada should, without further delay, give effect to the transference to the Province of the school lands, and the moneys to the credit of the fund; on the distinct understanding, however, that all the terms of the original endowment shall be kept sacred, inviolate and unimpaired by the Province.

The Ottawa Government has been informed that there need be no apprehension or misgivings that either the people of Manitoba or the Legislature will fail to realize and appreciate how necessary it is that this important trust should be executed faithfully and wisely, and that the Province, having enjoyed Provincial status for a period approaching half a century, is fully alive to all the duties and obligations of responsible government.

No result, however, has been attained; complete silence and indifference has been the reply of the Ottawa Government.

When Greenway was endeavoring to get $300,000 in 1898 advanced out of the School Lands fund to cover up his deficits, Sir Wilfrid Laurier said as follows:

"The education of this country has been placed in the hands of the Province. The subject of education in Manitoba is in the control of that Province. The question of education is subject to Provincial jurisdiction. In the case of lands to be applied for the purpose of education, would it not then be far more logical, far more in accord with what ought to be the proper division of legislative powers between the Federal Parliament and the Provincial Legislature, that the latter should have control of these moneys?"

It is different now, however. The Roblin Government is in office and it would never do to make any concessions to that quarter.

It is a crying shame that Manitoba is so treated!

Again Mr. Brown is asked what he thinks of such conduct?

For his information below is quoted what the Toronto Globe, the leading Liberal organ in the Dominion, thinks on the subject. It endorses Manitoba's request to be given control of the school lands, as follows:

"The request is one which will undoubtedly receive respectful and sympathetic attention. After enjoying provincial status for a gen

cration it may be generally deemed that Manitoba can safely be entrusted with the administration of this highly important educational endowment. They know best their own requirements. They also know that if there were any failure to make the most of the heritage secured to them when the Province was created they and the generation succeeding them would be the chief sufferers."

Nothing, however, seems to have any effect on the present Ottawa authorities. What Manitoba gets it must fight for.

[illegible] appearing on the face of the Throne in 1901 that the Province made the arrangement the amount collected on deferred payments, timber dues, rents, etc., on school lands, amounting to the sum of $231,000.00. [illegible] but they had to [illegible] elsewhere.

Unfair Treatment of Manitoba in the Matter of Subsidy as Compared with Two New Western Provinces.

Still another instance of rank injustice to Manitoba! Manitoba, with a population nearly as great as both the Provinces of Saskatchewan and Alberta, received last year (1906) as subsidy from the Dominion $615,222.26, while for the same purposes, the two new Provinces each paid $1,030,375. The statement below shows how [illegible] the result to Manitoba:

	Manitoba.	Alberta.	Saskatchewan.
In support of Government.	50,000.00	50,000	50,000
Subsidy	286,275.20	200,000	200,000
Interest on capital account.	178,947.06	405,375	405,375
In lieu of lands	100,000.00	375,000	375,000
Total.	615,222.26	1,030,375	1,030,375

[illegible] difference, in favor of both Alberta and Saskatchewan, and against Manitoba, of $415,152.74.

Take the item paid to each of the new Provinces with respect to compensation, in lieu of lands, and compare it with what Manitoba receives. Manitoba gets $100,000, and only that amount annually for ever, while in the case of Saskatchewan and Alberta, those Provinces, it is provided, are to be each paid annually, until the population reaches 400,000, the sum of $375,000, and thereafter on an increasing scale as the population multiplies, up to the extent of $1,125,000 annually. Surely it cannot be reasonably maintained that this dis-similarity and discrimination between Manitoba and the new Provinces is fair to the people of Manitoba. In all phases of the subject the injustice to Manitoba is most apparent. The effect of this arrangement is that at the present time each of the new Provinces is given $275,000 more than Manitoba, with provision for increase as the population grows, and

that, when their population is 750,000, they will each receive for public lands, annually, $1,025,000 more than Manitoba, notwithstanding that Manitoba, in a great measure, as the parent Prairie Province of the West, has stood the vicissitudes and hardships and pioneering for many years, and is largely responsible for the prosperity, wealth and significance of these Provinces, and may have at this period as great, if not a greater, population, than either of them.

Why are Saskatchewan and Alberta so favorably treated? Is it because separate schools have been established therein by Grit compact?

The Hudson's Bay Land Grant—A Dead Asset Made a Live One.

This was another Greenway tangle left to the Roblin Government to solve.

The Government of Manitoba were entitled to 256,000 acres as security for the bonds issued with respect to forty miles of this railway partially completed. When the Greenway Government assumed office the matter of the Dominion Government handing over the land grant was still in statu quo. The Dominion Government was asked what would be necessary in order to put the forty miles in such condition as would entitle the Government of Manitoba to the land grant; and although the Greenway Government was informed that the sum necessary was $25,000, and the fact that at several sittings of the Legislature the necessary amount to do the work was voted, no action was taken. Thus the matter stood until 1898. In the meantime the H. B. Railway charter and franchises were acquired by the Lake Manitoba Railway and Canal Co. (now the Canadian Northern.) On the 13th May, 1898, this Company entered into a contract with the Government for the construction of a line from Sifton north-westerly to the Saskatchewan. In this contract the following clause appears as to the H. B. Railway land grant:

"20. The Company further expressly agrees with the Government that the Company will, from and out of any land grant that may be earned in respect of the portion of the line of railway herein agreed to be aided, cause to be assigned or transferred to the Government all the right, title and interest in and right to patents for *two hundred and fifty-six thousand acres of land in the Province of Manitoba, which shall be fairly fit for settlement, a portion of such grant to be selected therefrom by the Government by alternate odd-numbered sections in the odd-numbered townships and odd-numbered ranges, commencing at the south-eastern odd-numbered township of such land grant, thence westerly along the southern tier of townships, thence easterly along the third tier of townships, and so on northward until the said two hundred and fifty-six thousand acres, fairly fit for settlement, have been selected, but*

not to include any portion of the original land grant to the Company, as [illegible] *bearing date the 6th day of June, 1903, or any lands sold in the ordinary course of business to intending or actual settlers*, and such land grant when transferred to the Government shall be accepted by the Government in satisfaction of any claim which the Government may have against the Winnipeg and Hudson's Bay Railway and Steamship Company, or the Winnipeg Great Northern Railway, or against the property and assets of such Companies, or either of them; or shall, at the request of the contractors, assign to the contractors, or to whom they may appoint, the claim and demand of the Province of Manitoba as against the said Railway Companies or either of them in this clause mentioned and any security held in respect thereof; and it is hereby agreed that, as to the part of the Company's line beyond the said eighty miles, the guarantee in this contract provided for shall not, if so decided by the Government, come into force until the Company have satisfied the Government that by the construction of the line of railway hereby agreed to be aided such land grant shall be earned, and that the Company shall be in such a position on said line being built to assign and transfer the same as above mentioned."

The late Mr. Davidson, Provincial Treasurer and Provincial Lands Commissioner, endeavored to make selections under this Greenway agreement. He reported as follows:

"During the past season two parties were sent out to select lands under the above agreement, but only a very small area (less than 14,000 acres) was selected. *The greater portion of the grant in which the Inspectors were permitted to work was found to be almost valueless.*"

"The conditions under which selections are to be made from the Canadian Northern land grant are most arbitrary and prejudicial to the interests of the Government of Manitoba, as a careful reading of the agreement and a study of the accompanying map will plainly show. The work of inspection, for the purpose of selecting lands, must commence at the south east in odd-numbered township and odd-numbered range and proceed westerly along the southern tier of townships, thence easterly along the third tier, thence westerly along the fifth tier of townships, and so on northward until the 256,000 acres of land have been selected. *Now, as the greater portion of the land grant in which the Government is allowed to select lands is unsurveyed, the work of inspection is blocked, and cannot be completed until a survey of these townships has been made.* The injustice and injury to the Province lies in the fact that the Government inspectors are held back, because of this stricture, from inspecting lands situated further north in the land grant, which are known to be very much superior in quality, and which are being rapidly disposed of by the Canadian Northern Railway Company."

It will be observed that until a survey took place selections had to stand. Mr. Davidson and Mr. Rogers both went to Ottawa and pleaded for a survey as soon as possible in order to get a title to the acreage

named in the agreement. The request was promised favorable consideration, but the years 1902 and 1903 and 1904 passed and there was no sign of a single solitary surveyor going out or any evidence that any ever would be sent out.

Thus the asset, if such it could be classed, was a dead one; in fact it was more of a liability than otherwise. Out of the selections made by Mr. Davidson, when he found he could go no further, only three sections had been sold, and the total sum realized was $1,376, the interest on the bonds having to be paid in the meantime.

An arrangement was, therefore, made by the present Government whereby all claims would be released on this remote and impossible asset, upon the payment by the railway company to the Province of the sum of $400,000 with interest thereon.

The settlement was a most beneficial one from the standpoint of the Province. The money received is being, and will be, put into public buildings, and devoted to assisting the municipalities in constructing roads and bridges and other kindred objects. Is this not better than having a most improbable collateral in inferior lands, and which the Dominion Government was determined not to survey so that the Province might make selections under the Greenway agreement? Nine-tenths of a loaf is better than none at all!

A LARGE ANNUAL SAVING TO THE WESTERN MUNICIPALITIES

Prior to 1902 the annual rental paid to the City of Brandon was fixed at $8,400.

By an arrangement made by the Roblin Government with the City of Brandon and confirmed by statute, the annual rental, commencing with the year 1903 to and inclusive of 1908 (when the Brandon Court House debentures mature) has been reduced to $4,200 per annum, or a reduction of one-half the former amount paid; and it is further provided that after the year 1508, the annual rental to be paid shall be mutually arranged, but shall not, however, exceed $2,250.

Total reduction, 1903-1908	$25,200 00
Annual reduction after 1908	6,150 00

Loyalty of the Roblin Government The Flag Policy.

[illegible]

[illegible] Roblin Government [illegible] Province who are born under foreign flags [illegible] Mr. Roblin said in an address delivered in the City of Winnipeg on [illegible]

"We welcome [illegible] Province who are born under foreign flags [illegible] the benefits of our civil [illegible] the benefits of our criminal laws [illegible] loves and property; free education of the public schools [illegible] civilization and benefits that follow [illegible] Jack, and I think the man that comes from a foreign country [illegible] circumstances and to make a home for himself [illegible] to perpetuating the glories of our [illegible] his children infused with British patriotism is a [illegible] desirable.

[illegible] Mr. Roblin has been approved and commended [illegible] Dominion of Canada and elsewhere.

STRONGLY COMMENDED BY THE LONDON "TIMES."

The London, England, Times, the great mouthpiece of public [illegible], and in referring to Mr. Roblin's policy, as follows:

"The Manitoba Government is to be congratulated on a measure of practical patriotism which deserves imitation in other quarters of the Empire.

Mr. Roblin, the Premier, as will have been seen from our Ottawa correspondent's message yesterday, has declared that on and after January 1, 1907, every school in the Province which receives a public grant from the Treasury must have the Union Jack flying over it in school hours. The Government means to provide the first flag, and after that it will be the business of the school trustees to see that there is always a flag flying in school hours, on pain of forfeiting the public grant. We are told that, there has been some adverse criticism of the step, the overwhelming sentiment of the British-born population is in its favor.

As for the foreign immigrants, Mr. Roblin put the case so far as it concerns them quite convincingly. They come to settle in Manitoba,

[illegible] French [illegible] the benefit of [illegible] proposed for the good property, and from education for [illegible] [illegible] the Union Jack, and the more the [illegible] to be a big [illegible] in the patriotism of the flag is, in Mr. Roblin's opinion, "[illegible]."

The principle is a sound one. There is no doubt [illegible] for a [illegible] are passing, [illegible] of any [illegible] [illegible] difficult labor, standards and principles. The United States has had to do with this problem on the [illegible] and so far it has dealt with it successfully, it has been largely by the [illegible] of American patriotism. Nothing else can leaven a [illegible] of immigrants with the [illegible] citizenship of adoption.

We might usefully take a lesson from Manitoba here at home. Superior persons may sneer at this use of the flag, and that it is not English. It may be true that to do nothing for the encouragement of patriotism has generally been considered the proper British attitude, but that is no reason why we should not begin to mend it. While other nations which we profess to admire have been teaching patriotism, we, in this as in other spheres, have been content to "muddle through." So far the instinct of loyalty has not betrayed us; but, if we are utterly indifferent about fostering it, can we be sure that it will live in future generations in a land where the obligations of national duty are already so few?

The Union Jack is a most obvious symbol to make use of for the purpose, yet, here our educational authorities seem positively afraid of it. Only this summer the London county council declined to entertain a proposal that a Union Jack, presented by Sir George White, should be flown over the council schools at Chelsea.

Even the Union Jack which is flown from the Victoria Tower at Westminster when Parliament is in session has only been there since quite a recent date.

The national dread of making ourselves ridiculous may have something to do with this timidity. But most likely it is chiefly want of thought, and, if Manitoba's example can make us realize that here is a problem worth thinking about, and one which can be handled in the most direct and simple way, Mr. Roblin and his Government will have builded better than they knew."

Mr. Roblin may well be proud of his flag policy, which cannot fail, sooner or later, in making all people of Manitoba, of whatever nationality, loyal to and proud of Brittish Institutions.

Mr. Brown a Spurious Patriot

Mr. Roblin's flag policy has hit Mr. Brown on the raw. In nautical language he has been completely "blanketed." Mr. Brown professes patriotism, but says it is really too much to expect—in fact a crime—that the poor school teacher should be required to hoist the Union Jack on the school house. In a private circular letter, with his

name at the top, sent out on the 17th of September last, to the Grit newspapers throughout he Province, he says:

"Wih regard to the "flag" incident, can you get any interviews from school trustees in your district as to what they think of the teachers being compelled to hoist the flag and take it down with the thermometer at 25 to 40 below?

"*Comment yourself editorially on the subject.* If you do this will you also send a specially marked paper to the Free Press at once so that they may quote your views."

What a display of patriotism!

This is the man that is asking for the suffrages of the people of Manitoba!!

MR. BROWN AS A PUBLIC MORALIST.

Being a self constituted champion of political purit and director general against corruption in public life, Mr. Brown, t y the least, is somewhat tardy in directing the attention of the people of Canada, as promised, to this great sin. A year has elapsed since he made thi spontaneous outburst, and not a word has been uttered by him in con demnation of his friends at Ottawa; on the contrary, on every occasion he hs spoken in the Province, he has excused their many nefarious acts and deeds. Speaking recently at Dominion City, he said:

(Free Press report.) "*The Liberal party were absolutely free handed. They had no entangling alliances.* (*Applause.*) *They were determined to contract none, and to try and raise public life to the level from which it had fallen.*"

This is a sample of Mr. Brown's political purification tour; this is the manner that he proposes to eradicate corruption in public life in Canada.

Mr. Brown cannot longer pose in disguise. He knows what is conceded by all men in Canada, not political partizans and grafters, that the administration of affairs at Ottawa by the present incumbents of office has been and is most corrupt.

A few refreshers to this guider of political morals: Has he ever heard of the North Atlantic Trading Company scandal, which was so corrupt that even Sir Wilfrid Laurier could not be prevailed upon to disclose the names of the persons comprising the Company, or the connection of "Hug the Machine" Preston with the transaction, also Smart (Deputy Minister of the Interior), who burned all the correspondence and refused to answer questions regarding his interest therein; the giving to T. A. Burrows (Sifton's brother-in-law) of 478 square miles, or 305,920 acres, of timber lands at 16¼ cents an acre; the boundary wire fence fraud; the Wagner case. (This man Wagner, when acting

as government interpreter, stole money from immigrants and was convicted and sent to gaol, and, upon the expiry of his term of incarceration, was reappointed to his former position at increased remuneration); the Moncton land purchase; the voyage of the "Arctic," which was called "the cruise of the booze," upon which 32 gallons of whiskey was supplied, as also tobacco, cigars and cigarettes galore, besides champagne, brandy, rum, old crusted port, straw hats for "the ladies," not overlooking the dances on board ship.

Pages might be exhausted of this character, and yet Mr. Brown has the affrontery to tell the people that the Liberal party has no entangling alliance and were determined to raise public life to the level from which it had fallen.

No, Mr. Brown, the people are not the fools you evidently take them to be. The people of Manitoba will put you where you properly belong—right within the folds of the Ottawa gang.

Manitoba and North-Western Lands.

Greenway, in 1899, accepted 542,560 acres of these lands, out of 762,560 acres held as security fo reertain debentures guaranteed by the Norquay Government. At the time the Province had disbursed a large amount of the debentures. The compromise transaction of Mr. Greenway at the time of making, 1899, was a questionable one, general stagnation prevailing all over the Province, making the disposition of lands at any fair price impossible: However, when the present Government came into office and put new life into the bones that Greenway left, lands commenced to sell with the result that the Government has disposed of a considerable area of these M. & N. lands. Very properly there being a large debt balance due the Province, the proceeds so far have been placed in Consolidated Revenue Account. The amount on the 31st December, 1906, stood as follows:—

Balance due Province, 31st Dec., 1905	$359,301.42
Interest paid in 1906	39,556.89
Compound interest to Dec. 31st, 1906	22,151.40
	$421,009.71
Less amount received from sale of lands in 1906	277,507.48
Balance still owing Province	$143,502.23

What has become of the amount realized so far from the sale of these lands? It has all gone for the benefit of the people in the way of public buildings, grants, municipal aid, and expenditures of this character. Oh, but you should have placed the amount realized from the sale of these lands in a trust account with which to pay off the de-

[illegible] debentures as many ity, our opponents say. The Roblin Government [illegible] [illegible] should be returned to the people. How then are you going to pay [illegible] debentures when due, they say? The answer is simply that if at the time of the maturity of the debentures, the excess, after paying up what is due the Government for interest advanced, is not sufficient to pay them, the loan will required to be extended. Surely this is reasonable and common sense. The Roblin Government believes in giving to the people to-day the money they are entitled to; that present necessities in public buildings and municipal improvements must be provided for, rather than to deprive the people of these for the benefit of posterity. What utter nonsense it would be to adopt Mr. Brown's policy—preserving the proceeds of these lands, pay off debentures, and then either borrow more money, or be oblivious to the wants and requirements of the public. The first duty of the Government is to recoup the expenditure it has been obliged to make with respect to these debentures. When this is done, then the proceeds of the sale of the lands held as security should and will go against the debenture debt, but not until then. These remarks also apply to the Hudson's Bay Railway debentures.

The Liquor Law.

The public records show that we have on the statute books of Manitoba the best liquor law in Canada. It is prohibitive in its provisions on all that relates to the sale of liquor in an improper manner. The Act is administered firmly and without fear or favor.

A good index to the workings and the effect of the Act is illustrated by the number of liquor licenses in the City of Winnipeg compared with the number in other cities of the Dominion. In Winnipeg, with a population of 100,000 there are sixty licenses, or one for each 1,660 people; in Montreal, 300,000 people, 656 licenses, or one for each 458 people; in Toronto, 225,000 people, 150 licenses, or one for each 1,500 people; in Hamilton, 60,000 people, seventy-three licenses, or one for each 811 people; in London, 40,000 people, thirty-five licenses, or one for each 1,143 people; in Ottawa, 75,000 people, sixty-seven licenses, or one for each 1,100 people. In wholesale licenses, Winnipeg still stands at the head of the list with twenty, or one for each 5,000 people; Montreal has 629, or one for each 480; Toronto, fifty-eight, or one for each 3,880; Hamilton, twenty-one, or one for each 2,862, and Ottawa, thirty-six, or one for each 2,080. Compare the Province as a whole with the licenses in other Provinces, and you have the same condition. In Manitoba there is one license for each 1,280 people; Ontario has 2,968 licenses, or one for each 173, and Quebec 3,088, or one for each 648.

We have, therefore, good reason to be proud of Manitoba standing at the head of the list in this important respect.

Look also at the license fee charged under the Greenway Government and compare it with that charged by the Roblin Government. A license under the Greenway Government cost $196 on an average; under the Roblin Government the cost is $114.

Features of Premier Roblin's Reply to Mr. C. J. Mickle (inside leader) in Legislature, 8th January, 1907.

Adequate Transportation Facilities.—"The line of demarkation between the party the honourable gentleman represents and the party I represent, is that while they would put an end to this construction of railways, we would continue to pick our best lines until we give the people in all parts of the Province the lines they want."

Security Is Ample.—"I am going to tell him now that, under the operation of the contract and agreement made in 1901, the Canadian Northern Railway cannot build a line of railway in this Province, whether the bonds are guaranteed or not, unless by the operation of the agreement the mortgage can cover it."

Re Grain Statistics.—"I want to tell my honourable friend that the system we have is, I believe (and I give them credit for imitating it), the best on the continent, and that there is a correspondent in each district who will give the correct amount of grain grown and the acreage and all the other essential facts after the threshing has been done."

Hits Swamp Land Bogey.—"Does the honourable gentleman know that the swamp lands of this province must be two-thirds submerged with water in the summer season before they can be claimed as ours? The honourable gentleman is somewhat of a speculator himself. Why does he not go and buy some of the $3-an-acre lands instead of those that cost $40 per acre? Because he knows they are not arable and will not sell."

Ottawa's Hold Up.—"There are seven million acres coming to the Province. We have not got one sixth that amount, and they are holding back seven hundred thousand acres which their own officials have declared to be ours by virtue of being two-thirds under water. They treat us with contempt, and have not even deigned to answer our letter requesting that they be handed over."

To Protect Manitoba.—"To place this Province on a basis of co-equality, I think it the duty of the people of this Province as one man to stand and demand their rights."

[illegible] "Why did he not say there was something [illegible]? Why did he not [illegible] say that it is inefficient? I am afraid that my honourable friend was influenced [illegible] (Laughter.)

SHARP ARRAIGNMENT. —"I say that when we are trying [illegible] into a homogeneous nation, the people that come from [illegible] met with an attempt to arouse hostility among the [illegible] of the [illegible]."

Public Telephones.

The Roblin administration in its endeavors to carry out the wishes of a large majority of the people of the Province to procure for them the advantages of telephones at cost, is entitled to the greatest credit.

The question is in no sense a political one, although Mr. Brown, Mr. Fleming of Brandon, and other rabid Grits, assisted by the Free Press newspaper, have endeavored to make it so.

A short summary of the facts is given in order to demonstrate the true position of the Government:

About three years ago a wave of popular indignation against the extortionate charges of the Bell Telephone Company prevailed in Eastern Canada, resulting in the whole question of the Bell monopoly, and the wisdom of public ownership of telephones, being enquired into by a Committee of the House of Commons. This Committee took voluminous evidence on the subject, but, strange to relate, never reported. The whole result of the investigation was that Sir William Mulock, then a member of the Dominion Government and the promoter of the Committee, was ousted from the Laurier cabinet and provided with a comfortable judgeship, and Mr. Aylesworth, the counsel of the Bell Telephone Company before the investigating Committee, replaced him. The question, however, thought to be effectually killed by the Bell Company, spread to Manitoba, and was taken up and dealt with by the Union of Municipalities at a meeting held in the City of Brandon in the month of November, 1905. At this meeting two resolutions were passed as follows:—

"That the Manitoba Union of Municipalities shall be pleased to co-operate with the Provincial Government in the establishment of a Telephone System throughout the Province, the trunk lines of which shall be constructed and operated by the Government, upon terms satisfactory to the Municipalities, and that a committee composed of Messrs.

Sharpe of Winnipeg, Alderman Coldwell of Brandon, Alderman Hall-[illegible] of Dauphin, Mayor Brown of Portage la Prairie, and Reeve Coch[illegible] of Blanshard, be appointed to deal with the matter, and that powers of expropriation be obtained, granted or exercised by and to the Government of Manitoba and the Municipalities [illegible] deemed advisable."

"That the Manitoba Union of Municipalities in convention assembled desires to place itself on record as being strongly in favor of Municipal ownership and operation of all public utilities such as water works, electric light, gas and telephones, and believes the time has fully arrived when no further franchises covering these utilities should be granted to private corporations."

Pursuant to these resolutions the Roblin Government at the next following session of the Legislature (1906) placed upon the Statute book legislation to carry out the wishes of the Union. After the passage of this Legislation, the Bell Company and its Grit emissaries became very busy in attempting to show that the measure was not in the interests of the people. At the last meeting of the Union of Municipalities, held at Portage la Prairie, the subject again came up, when the position of the Government, in spite of the strong partisanship of Mr. Fleming, President of the Union, and opposition of Mr. Brown (unexpressed but nevertheless potent), was strongly endorsed and commended, and the people were advised to vote "Yes" when the question whether or not they desired public-owned telephones was submitted to them. At this meeting the Attorney-General, who was present, stated specifically that the sole desire and aim of the Government was to carry out the wishes of the people, and that the Government was prepared to give effect to any reasonable amendments to the 1906 legislation with the view of making it more effective, if possible, for the carrying out of the object sought by the union, i.e., the establishing of a public-owned system throughout the Province, and thereby providing that very necessary commodity at cost and doing away with the existing excessive rates of the Bell Company.

The question was submitted at the last municipal elections throughout the Province, and resulted in a majority being favorable thereto, and, pursuant to this expression of opinion, the Government has pledged its determination to carry out the wishes of the people.

At a conference of the Executive of the Union of Municiaplities, held recently, the Government was thanked by the Union as follows for giving practical effect to the wishes of the Union:

"That the thanks of the Executive be tendered to the Provincial Government for its action in giving practical effect to the representations of the Union of Manitoba Municipalities, thereby recording recognition of the paramount importance of municipal rights in regard to the ownership and control of public utilities."

This is the whole position in a nutshell. The facts are truthfully stated, and the people may be assured that the policy of the Roblin

Government respecting a policy toward Telephone system will be sound and in their best interests.

MR. BROWN'S DUAL TELEPHONE ROLE—DUPLICITY INSTEAD OF CANDOR

Mr. Brown's attitude throughout the whole telephone discussion has been one of deception and double dealing—self and political ambition being the paramount objects aimed at. He is a living illustration of Shakespeare's words, "A man in his time plays many parts." His His varied record placed side by side must convey consternation to a sharpened conscience.

Brown is his record:

AT BRANDON MEETING OF UNION OF MUNICIPALITIES, NOVEMBER, 1905, HE SAID:

"The telephone business, in my opinion, cannot be conducted in the same way as waterworks, sewerage or electric light, owing to the condition of affairs which exist. A dual system of telephones is a detriment to any community, increasing the cost to the users rather than decreasing same. The Bell Company has a very extensive system, and is strongly entrenched. The Dominion Government should either expropriate the Bell system or put it under effective control."

LIBERAL TELEPHONE POLICY DECLARED BY HIM, 1906

"The Liberal party declares emphatically in favor of complete Government ownership and operation of a telephone system in this Province, believing this to be the only practical solution of the question of coping with the existing monopoly."

COMMENT IS UNNECESSARY!!!

MR. BROWN AS "AN ARTFUL DODGER."

Mr. Brown, in using the words at the Brandon meeting above quoted, discouraging Municipalities from going into the telephone business, but to confine their attention to sewerage, waterworks or electric light, displayed method in his madness. Of course he did not want the Municipalities to go into the telephone business; it would interfere with his private machinations, as he, at the time, had a Dominion charter in his pocket to construct telephone lines in Manitoba, the Territories and throughout the wide Dominion; hence his great paternal interest in the Municipalities of Manitoba. This charter was granted in July, 1905. The Brandon meeting of the Union of Municipalities took place in November of the same year. It was applied for by him in January, 1905, by petition to the Parliament of Canada. This petition is as follows:

MR. BROWN'S PRIVATE TELEPHONE CHARTER.

To the Honourable the Senate and Commons of Canada in Parliament assembled:

The Petition of the undersigned Edward Brown, merchant, and Thomas Hutton McCall, merchant, [illegible] Town of Portage la Prairie, in the Province of Manitoba, James Ross, merchant, Henry F. Sharpe, manager, George Bowles, manager, and George Albert McCarthy, [illegible] City of Winnipeg, in the Province of Manitoba, respectfully showeth:

That your Petitioners are desirous of obtaining an Act incorporating them to construct and operate telephone lines throughout Ontario, Manitoba and the North-West Territories of the Dominion of Canada, under the name of "The North-West Telephone Company."

Wherefore your Petitioners humbly pray that your Honourable Houses may be pleased to pass an Act for the purposes above mentioned.

And as in duty bound your Petitioners will ever pray.

Witness: George Vaux	Edward Brown.
John R. MacKinnon.	Thos. H. McCall.
Lorne Elliott.	James Ross.
Lorne Elliott.	H. F. Sharpe.
Lorne Elliott.	George Bowles.
Lorne Elliott.	Geo. A. McCarthy.

Dated at Winnipeg this eighteenth day of January, A.D. 1905.

What confidence can the people have in a man of Mr. Brown's character? Finding himself caught, he now attempts to justify his conduct by stating he never intended making use of this charter. Why then, has he not frank at the municipalities' meeting and did he not inform those present that he had a charter of the discription stated but never intended to use it? In any event, he is a self-confessed charter monger. Will he also inform the public as to his changed views regarding a dual system of telephones? In November, 1905, he said that "*a dual system of telephones was a delusional bogey community, increasing the cost of telephones rather than decreasing same.*" and recently laid down his policy to be "*complete Government ownership and operation of a telephone system in this Province, believing this to be the only practical solution of the question of coping with the existing monopoly.*"

MR. BROWN ON THIS QUESTION IS IN THE POSITION OF THE RAT IN THE TRAP.

Striking Phases of Hon. Robt. Rogers' Address at Portage la Prairie, 15th January, 1907.

CONTRASTED TO MR. BROWN.—"I challenge the Liberals to stand up and ask, to have construction stopped on a single mile of railroad."

MONUMENT TO LIBERAL GRAFT.—"The only useless [illegible] in Manitoba is [illegible] to Lacerda Bennet. It stands there to me in memory of no less a Liberal than Senator Watson."

THIN RED LINE RASCALS.—"They should be serving a life sentence behind the bars for their actions in Manitoba."

FIGHTS IN THE OPEN.—"I invite any man who goes about the country making these foul insinuations to make them in the legislature. They make them in the country, but they cannot substantiate them on the floor of the House, where we can meet them face to face."

NEEDS OF THE PEOPLE.—"I stand here in the face of this audience to-night as minister of public works for this Province, to make the statement that no municipality in the Province during the past year has made a legitimate request for aid that I have not been able to meet."

TAX THE CORPORATIONS.—"We tax the strong corporations of the Province, the banks, loan companies, railway companies, etc. We tax while the Liberal Government exempted."

Mr. Brown's Voracious Appetite for Charters.

Mr. Brown cannot be said to be retiring in applying for charters. He tells the people that he is a great believer in the public controlling all the great commodities, and at the same time has a pocket full of charters covering the similar purposes.

Below are a few of the objects for which Mr. Brown holds private charters:

1. Construct and operate elevators.
2. Deal in and store grain.
3. Buying Provincial lands.
4. Buying Dominion lands.
5. To buy and sell stocks.
6. Acquire town sites.
7. Fertilize lands.
8. Buy and sell flour.
9. Act as warehouseman.
10. Construct wharves.
11. Build roads and tramways.
12. Run cars, steam and electric.
13. Making bricks.
14. Making mantels.
15. Deliver clay.
16. Construct telephone lines.
17. Operate same.
18. Receive bonuses.

19. Dig for fuel.
20. Purchase timber limits.
21. Navigate vessels.
22. Discount notes.
23. Deal in fish.
24. Run stage coaches.
25. Deal in trade marks.
26. Carry mails.
27. Selling sand and gravel.
28. Acquire coal lands.
29. Develop natural gas.
30. Selling fuel.
31. *Secret processes.*

THIS LATTER POWER IS ALSO POSSESSED BY GREENWAY, WATSON AND J. D. CAMERON.

Mr. Brown's numerous charters cover about everything, except to search for Noah's Ark and the rascalities of the Grit party.

Car Shortage.

CLEAR STATEMENT OF HON. MR. ROGERS IN LEGISLATURE, JAN. 22, 1907.

RESPONSIBILITY RESTS UPON DOMINION RAILWAY COMMISSIONERS

Hon. Robert Rogers, discussing the car shortage resolution, said:

In view of the importance of the question, I am sure all agree with the honorable member for Cypress and the remarks he has made, and the references he has made to the railway companies in their efforts under the conditions which exist.

We would fail in our duty if we did not extend our sympathy to the railway people under the difficulties with which they have to contend. At the same time the members of this House, and every individual in this country, must endeavor to assist in bettering the conditions of the country in the circumstances existing.

I do not propose to say much about the resolution proposed by the member for Cypress, but to deal with the conditions of today.

In September, October and November it was impossible to get cars for shipment. That is the point of the resolution we have to deal with more particularly. I am not sure that the remedy he has proposed will have the desired effect. Everything that the Government can do, or that this House can do, to assist the matter in any way will be done, and the people of this country can depend on this House doing its duty. We recognize the importance of the condition that exists, and some years ago we guaranteed the Canadian Northern Railway $2,000 a mile for the purpose of providing the necessary rolling stock to carry the products of the country. We were charged with extravagance in this regard, but we find that although we provided in our Legislature the guarantee I have referred to, two or three or four times that amount has been placed upon the Canadian Northern Railway.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ment are only too willing and too ready to better the conditions of the people of this Province.

I am sorry that part of the road [illegible] to be [illegible] in this Province [illegible] to carry the necessary rolling stock.

In any arrangements made for future lines the Government will [illegible] that proper equipment is provided, and that the difficulties that exist today will not recur.

In conclusion I have to say that we endorse the proposition of [illegible] are only too anxious and too ready to do everything in our power to better the conditions as they exist at the present time.

Conservative Platform, 1899.

1. That the alarming condition of the finances of the Province demands the introduction of such economical methods of administration as will re-establish the equilibrium between receipts and expenditures.

2. That the number of Cabinet Ministers be reduced to three, and that two Ministers without portfolio be added to the Cabinet for the purpose of consultation.

3. That the indemnity of members be reduced to $400.

4. That the present iniquitous franchise law be repealed, and that an equitable Act, based on the principles of manhood suffrage and one man one vote, be enacted.

5. That the alien law be strictly enforced.

6. The encouragement of an immigration policy that will secure to the Province her portion of a desirable class of European immigrants, as well as those from the older Provinces of Canada and the United States, but regret the wholesale importation of undesirable immigrants from Southern Europe.

7. That the affairs of the Province be administered on business like principles, without regard to political considerations, especially in so far as our educational system is concerned, which should be absolutely freed from party politics by the establishment of an independent board of education.

8. That the Province have control of the School lands and the proceeds of the sales of all lands that have been sold or will be sold in

the sum [illegible], to be used only for the purpose of supplementing the ordinary school grant, as given from year to year.

9. That the proper administration of justice, including the appointment of justices of the peace, commissioners of B.R. and other officers of court, be from representative men, independent of politics.

10. That the Province, providing its revenue sufficient for the purpose, establishes and maintains an agricultural college, also a technical school at which mechanics and others may receive practical training.

11. The adoption of the principle of government ownership of railways, in so far as the circumstances of the Province will admit, and the adoption of the principle that no bonuses should be granted to any railway company which does not give the Government of the Province the control of rates over the bonused, together with the option of purchase.

12. That the demand be made for the transfer of all Crown lands within the boundaries of Manitoba, to the Province.

13. That aid be granted to municipalities by guarantee of interest upon debentures, when required.

14. Equal rights to all.

15. That an Act be passed for compensation for injuries received by workmen in their usual employment.

16. That the boundaries of the Province be extended northward to the Hudson Bay.

17. That the Province assume control and administration of the fisheries of this Province.

18. That a line of railway be constructed to Hudson Bay.

19. That a measure be adopted to give effect to the will of the people regarding prohibition of the liquor traffic, which measure should grant for its enforcement of prohibition as the powers of the Province will allow.

Resolutions Adopted at Manitoba Liberal Convention, March 27-28, 1906.

A REVENUE TARIFF

That the Liberals of Manitoba, in convention assembled, affirm their adherence to the traditional Liberal policy, that the rate of customs taxation should be based solely on the revenue requirements of the country, and declare it to be their intention [illegible] to oppose any proposal, from whatever source, to increase the tariff, as being prejudicial to the interests of the Dominion as a whole;

And, further, are of the opinion that in the forthcoming revision of the tariff, it is desirable that the tendency of the changes should be towards lower duties, particularly on lumber, machinery, fruit and clothing, which are necessities of the western farmers, whose prosperity ensures the prosperity of the manufacturing industries; and the preference of 33 1-3 per cent. on importations from Great Britain and her Colonies should be maintained in its entirety.

FINANCES OF THE PROVINCE.

That, whereas the expenditure of this Province in 1905 was more than double that of 1898, this convention regards the increase as excessive and disproportionate to the revenue resources of the Province and believes that the application of business methods would result in better administration of the public service at greatly reduced cost.

PROVINCIAL LANDS.

That the policy of selling tracts of land to speculators by private sale is to be condemned as injurious to the public interests; that arable land be sold only to actual settlers at reasonable prices, and under conditions imposing settlement duties; and that all other lands be disposed of by public competition.

PUBLICITY.

We regard a policy of publicity in connection with the Government's business transactions as desirable, and declare in favor of the publication of the issue of *The Manitoba Gazette* next after the event of the details of all such transactions as the sale of public lands, the letting of contracts, the sale of debentures, with such further information as is necessary to inform the taxpayers as to the state and progress of public business.

TEMPERANCE.

That the Liberal party place on record its cordial sympathy with the temperance movement as a reform, and pledges itself, if returned to

power, rigidly to enforce and so to amend the present License Act as to make the following provisions effective:

The enactment or repeal of the local option by-laws upon the majority of the votes cast by the resident electors of cities, towns, villages and rural municipalities;

The restoration of the municipal franchise to married women who have the necessary property qualifications;

The appointment of license commissioners and inspectors who are in hearty sympathy with the enforcement of all provisions of the law;

That licenses shall be issued once a year, and once a year only, upon application filed on or before a fixed time;

On a petition of 25 per cent. of the resident electors, local option must be submitted to municipal council;

The electors of municipalities shall have the power not only to pass local option by-laws, but also to limit or reduce the number of licenses in the municipality;

And that any municipal council must submit the question to a vote on the petition of 25 per cent. of the resident electors.

EDUCATION.

That the Liberal party pledges itself, if returned to power, to a forward policy in the matter of education. Education has suffered, and is suffering grave disadvantages in this Province from its subordination to another department, and should be placed in charge of a minister of education.

EXTENSION OF PROVINCE.

That this convention is of the opinion that in order that Manitoba may take her rightful place in confederation it is essential that the area of the Province be increased to include that part of the present territory of Keewatin, lying between the northern boundary of Manitoba and the Hudson Bay, and that our financial arrangements with Ottawa should be placed on the same basis as those of Alberta and Saskatchewan.

HUDSON BAY RAILWAY.

That in view of the importance to Western Canada of the early construction of the Hudson Bay Railway, the Dominion Government, in consideration of this convention, should make this work a national undertaking and insure its early completion under conditions which would make the road an open railway highway to the sea for all time.

AGRICULTURE.

That agriculture, being the paramount industry of Manitoba, this convention is of the opinion that its importance warrants the creation (or allotment) of a separate portfolio to agriculture, as is the case in the other Provinces, in order that the various matters connected with agriculture, such as fat stock shows, travelling dairies, agricultural colleges, grants to fairs, live stock and grain growers' associations, exhibitions, agricultural education in the schools, and legislation pertaining solely to technical agriculture, noxious weeds, etc., may be properly and intelligently dealt with. And further, that this convention views with regret the indifference shown by the present Government to advanced work in agriculture by its indifference towards such great movements as the seed grain special and seed fairs.

COMMERCIAL INTELLIGENCE BRANCH.

That as Manitoba is pre-eminently a farming Province, the encouragement of agriculture in all its branches should be the first duty of the Government, and that its agricultural department should include a commercial intelligence branch.

GOOD ROADS.

That inasmuch as the prosperity of the Province depends in large measure upon the existence of good roads, the Government should have a definite policy whereby it can co-operate with the municipalities in building a first-class system of main thoroughfares.

SHARING TAXES WITH MUNICIPALITIES

That a reasonable proportion of the revenue received from the taxation of railway companies be distributed on some equitable plan of distribution to the municipalities.

CONSERVING TRUST FUNDS.

That all receipts of principal from M. and N.-W. and H. B. land sales be set aside for payment of the bonds maturing in 1910.

VOTERS' LISTS.

That the Election Act should provide that voters' lists should be prepared specially for each election, whether a general or a bye-election, and only then; that the lists should be based on a list of resident ratepayers prepared by the municipal authorities, supplemented by personal registration under conditions giving ample facilities for the purpose.

RAILWAY BOND GUARANTEE.

That this convention expresses its emphatic disapproval of the unwise wholesale guaranteeing of railway bonds.

PUBLIC OWNERSHIP.

That the public should control all public utilities, such as waterworks, lighting and telephone systems, and that in granting franchises and charters for such, the right of their ultimate ownership by the people should be provided for.

FAIR WAGES AND FACTORIES ACT.

That a fair wage clause be inserted in all contracts awarded by the Provincial Government, and that the provision for the same be made in the case of contracts upon works subsidized by the Government;

That the Factories Act be rigidly enforced;

That amendments be made to the Workmen's Compensation Act, extending the remedies and facilitating trials under the Act.

COMBINES.

That it is the duty of the Crown to subject all alleged combines and associations in restraint of trade to the most searching investigation and to prosecute and punish all breaches of the law in this respect.

ADMINISTRATION OF JUSTICE.

That the administration of justice should be impartial and non-political, thereby commanding the respect and confidence of the people in contrast with the persistent and determined prostitution of the machinery of justice to partisan ends which has been the practice of the present administration.

IMMIGRATION AND COLONIZATION POLICY.

That the prosperity of this Province would be greatly enhanced [illegible] positive immigration and colonization policy [illegible] settlers would be secured for Manitoba.

APPROVAL OF DOMINION GOVERNMENT POLICY

That this convention of Liberals desires to place [illegible] its approval of the [illegible] administration given [illegible] Dominion by Sir Wilfrid Laurier and his colleagues and in particular commends them [illegible] [illegible] Western Canada [illegible] West [illegible] be [illegible] Province.

Powerful Arraignment of Men who are Depriving Manitoba of Territory.

HON. ROBERT ROGERS' CALM APPEAL IN THE LEGISLATURE ON JANUARY 23RD, 1907, FOR UNANIMOUS SUPPORT ON THE RESOLUTION RELATING TO THE EXPANSION OF THE PROVINCIAL LIMITS.

UNANIMOUSLY ADOPTED!

That this house deeply regrets that notwithstanding repeated unanimous requests for an equitable extension of the boundaries of the province to Hudson bay, that no legislation has been submitted by the government of Canada to the Dominion parliament for the purpose of giving effect thereto.

2. That this house strongly protests against the unjustifiable delay on the part of the federal authorities respecting the promises.

3. That this house strongly resents the action of the federal government in arbitrarily and without parliamentary authority detaching Keewatin from the jurisdiction of Manitoba, and by intruding other contiguous territory into the consideration of the claim of Manitoba for an extension of limits to Hudson bay, and can only regard these steps as prejudicial to the rights and interest of this province.

4. That this house re-asserts the justice and merits of the claim of the province for such extension and commends and endorses the action of the government of Manitoba in the various steps taken, and the several orders-in-council passed to accomplish this result and, moreover, desires to reiterate its determination to maintain and support by all constitutional means, the equitable and reasonable claims of the province in the premises.

5. That this house with the full knowledge of all facts cannot help viewing the inaction of the federal authorities respecting the valid claim of the province for enlargement as aforesaid, otherwise than with apprehension and alarm."

A serious address was delivered by Hon. Robert Rogers in the Manitoba legislature on Jan. 23, 1907.

Hon. Robert Rogers addressed himself in sober language and with no imaginative flights of imagery.

Mr. Rogers said: "I would ask your attention, Mr. Speaker, and the attention of the honorable members of the house to a short review of the claims of the province to an extension of her boundaries, and a few reasons why this house should adopt the resolution before us in the same unanimous manner as in the past. It is not about that it should be unanimously adopted [illegible] by every good [illegible] of the province.

[illegible] for which we [illegible] equal [illegible] We ask for [illegible] provinces [illegible] Hudson's [illegible] resolves in [illegible] that they have taken in regard to the extension of our boundaries.

If there is one feature of our position more gratifying than another it is that on all occasions the citizens of Manitoba remain unanimous and united in their effort to obtain fair play and justice. While we have been unanimous on all occasions on the floor of this legislature, I believe we are unanimous elsewhere, for if the Free Press newspaper speaks for the Liberal party, then I am here to say we are unanimous. On Nov. 23 that paper said editorially:

Extension of the Boundary

The calmness with which the Manitoba public has received Mr. Robline's [illegible] due to any indifference to the question [illegible] due to their belief that the [illegible] fair [illegible] along [illegible] that [illegible] Manitoba.

[illegible] Hudson's [illegible] all [illegible] other large [illegible]

[illegible]

Two Parties Agree

[illegible]

Position Grows Worse

[illegible]

Minister States the Facts

[illegible]

Face About Both Ways

[illegible]

[illegible]

Keewatin Not in Territories

[illegible]

(Assented to [illegible])

[illegible]

Now you will observe from that act which received [illegible] approval of the government of Canada on [illegible] that the minister of justice provided for the governing of that strip of territory.

But strange to say, four days later they take the course we indicate in [illegible] now before the house [illegible] to take [illegible] from the province of Manitoba without parliamentary authority [illegible] jurisdiction in that particular territory.

Four days later, by secret order-in-council they take away Keewatin territory from Manitoba [illegible] which I have named.

Claimed Public Interest

The question may naturally be asked under what law or arrangement [illegible]

It was accomplished by the [illegible] which [illegible] found in the old Keewatin act of 1876, which provided that should the government of [illegible] power, provided it was in the [illegible] governor-general in July 190[illegible] declared that it was in the public interest **that the Keewatin district should be exempt from the new law they were passing; and yet four days later by a secret order-in-council they detached it from Manitoba and attached it to the Northwest territories. In view of these facts how can we view the situation otherwise than with alarm, because we are yet without a single, solitary reason why this action has been taken at Ottawa in respect to a territory that has been administered by us for thirty years.**

We are also face to face with the attitude of the government which [illegible] various occasions has placed obstacles in the way of our securing the [illegible] extension. From the very [illegible] the autonomy bills were introduced on February, 1905, these difficulties arose [illegible] again.

The first difficulty was that made by Sir Wilfrid Laurier in introducing [illegible]. He used the following language in doing so:

Sir Wilfrid Calls in Saskatchewan

But, sir, there is another demand of the province of Manitoba which I [illegible] Manitoba has asked to have her territory extended to the shore of Hudson [illegible] and this is a prayer which [illegible] to be entitled to a fair hearing. But the province of Manitoba is not the only one whose territory could be extended to the shores of Hudson bay. The province of Ontario would have the same right, the province of Quebec would also have that right, and the new province of Saskatchewan would have an equal right to have her territory extended to the shores of

Hudson bay. Therefore in the project [illegible] I have the authority [illegible] of Quebec, the province of Manitoba and the province of Saskatchewan to meet us here to decide whether or not it is advisable that the limits of all these provinces should be extended to the shores of Hudson bay, and, if so, in what manner it should be done.

"We protested against that act on the part of the Ottawa government. There is no reason under heaven why any other province should be called in to settle our affairs. It is simply a matter between the little province of Manitoba and the government at Ottawa. I want you, Mr. Speaker, and the members of this house to understand that the Dominion government can at any time they please and under any form they please extend our boundaries. To make difficulty, we are called upon to sit in conference with Ontario and Saskatchewan in claiming territory that belongs to us. In respect to the claim of Ontario, let me quote language they used in putting forth their claim.

"They said at the conference, 'something more than the extension of the boundaries of Manitoba was understood to be involved.

The province of Ontario is represented here, today, in pursuance of the above understanding. The province of Ontario is interested in the extension of the boundaries of Manitoba northward to Hudson bay, in that it seems to me fair and reasonable that there should be such an extension, and also because such an extension can only be brought about by turning over to that province a portion of the territory of the Dominion contiguous to Ontario.

Ontario Asked to Butt In

Thus, we and Ontario invited to a conference by Sir Wilfrid Laurier to lay claim to a territory to which we had a good sufficient and legal claim.

"In 1881, considerable difficulty arose between this province and Ontario, in respect to boundary claims, with the result that the question was referred to the privy council of England and we had their decision, in which Manitoba lost a portion of territory which it expected to receive. Though we lost one portion we still retained a portion of territory to the north, and Ontario's northern boundary was fixed forever.

"The lieutenant-governor of Ontario [illegible] of the 17th March last it was [illegible] that so far as the territory [illegible] of the province of Manitoba is clearly [illegible] tion of the parliament of Canada and government rejoice at the extension of that province, as affording a wider scope for the energies of its people and government, and as giving to a large number of settlers in Keewatin and the Northwest Territories the direct benefit of provincial and municipal government. But while the extension of the boundaries, in directions as to which there is no dispute, is matter of congratulation, the transfer of the disputed territory to that province was strongly objected to, for reasons therein set forth.

Manitoba Is Inflexible

"Thus we find that Ontario disputes our claim on the invitation of Sir Wilfrid Laurier, after we obtained the territory so far back as 1884. In so far as the present government is concerned we will maintain our contention and following the example of Sir Oliver Mowatt, one time premier of Ontario, contest by all constitutional means in our power our claims to the territory which belongs to us.

The Sparring Partner

"In addition to Ontario's claim we have that of Saskatchewan as presented by the premier of that province when we met at Ottawa on Nov. 12 last. The claims then put forward by the premier and attorney-general of Saskatchewan were so great as to overlap the territory which Ontario claimed. While the claim of Ontario was unjust that of the premier of Saskatchewan was most unjust, because he did not support his claim by any reason or argument that Saskatchewan was entitled to more territory. When Mr. Scott put forth his claim to this territory, in the presence of ten men he said he was there because he had, a short time before and in that very room a promise from Sir Wilfrid Laurier that at some future date the territory would be added to Saskatchewan.

"With such a state of affairs how can we help viewing the situation with anything but alarm.

"If we examine the statements made when the autonomy bills were passed two years ago we see that there is some reason for the statement made by the premier of Saskatchewan.

Sir Wilfrid Baulks All Round

[illegible] to go to Ottawa to put forth the claims of Manitoba as to [illegible] extension (and we had asked for an extension so far as Regina) [illegible] it was [illegible] considering the matter. We [illegible] that there would be difficulties in so far as that territory was concerned and we turned to a map to discuss the territory to the north of us. We were told by Sir Wilfrid that in the map and bill he had prepared for the formation of a new province to the west of us in a few days that the province of Saskatchewan was to have the territory to the north of us. We at once objected and then and there said that if he was going to adopt this course there was nothing left in his gift.

Premier Hangs Out Hope

"That is the attitude we then took and still take. Sir Wilfrid did not wish us to leave for home and he told us that if we came back in three or four days he would be able to give us an answer. I for one went immediately to our friends in parliament, I mean the friends of the province, and I think the first one I interviewed was our old friend Mr. Greenway. I told him of what Sir Wilfrid had told us regarding the north of Manitoba, and advised him that it was his and every Liberal's duty to see that no such action was taken. Mr. Greenway quite agreed with me and a meeting of the members from Manitoba was called, and I understand they interviewed Sir Wilfrid. When the bill was brought in later the Dominion premier used these words:

Still Temporises

"'But I understand that as to a certain portion of territory north of Lake Winnipegosis and Lake Manitoba, the Northwest legislature has declared that it has no pronounced views, and that that might be given to the province of Manitoba. But even this I am not prepared for my part to grant at this moment; because members representing that section today sit on the floor of this house, and they and their people have the right to be heard on that question; and if they do not agree to it,I do not think the parliament of Canada should make the grant against their wishes.'

"I inquired who this member was who objected to our getting the extension and was informed that it was Dr. Cash, who objected because in the election held a short time before he had had the good fortune to get a majority. We have again a further statement of the premier when the matter came up again in respect to the constituency of Malton. He declared that an arrangement had been affected whereby Manitoba was to obtain a proper extension in the very near future. This was a matter that caused some discussion in the parliament of Canada.

Ottawa Had Fore-Knowledge

"On May 9 Sir Wilfrid spoke as follows: 'I understand, and I have reason to believe, that the province of Saskatchewan will lay claim to a portion of the territory. Of course, the province of Saskatchewan has no voice in the matter, it cannot speak officially now, but as far as the attitude of those who have a right to speak for it is concerned, I expect that such a claim will be made. As to the disposal of this territory, at the present time, I have no suggestion to offer, and I do not know how far it would be possible for me even to say that I have an opinion in the matter.'

"And then we have the premier of Saskatchewan coming to that conference and saying he was there on a private and distinct understanding that the territory north of Manitoba would be given to the territory which he represented.

"Is it not time that we look with apprehension and alarm on the situation and do the best we can to secure attention for what we ask?

"Two or three days ago there was a discussion in the parliament of Canada and a speech delivered which I think will show that there is less hope today than two years ago. In the house, Sir Wilfrid, on June 21, 1906, in reply to Mr. Greenway, who asked whether it was the intention of the government to extend the boundaries of the province of Manitoba at an early date, quoted from an order-in-council, passed in March, 190[illegible], which read: 'The committee, therefore, recommend that at a convenient date after the formation of the new provinces of Alberta and Saskatchewan, the request of the province of Manitoba for an extension northward be taken up, with the object of coming to a speedy conclusion.'

"Yet here today we have less hope than them," continued Mr. Rogers. "Sir Wilfrid Laurier continued that the pretensions of the three provinces were not in harmony, and concluded, therefore, it became the duty of the Dominion of Canada to endeavor to find a solution to this problem, so as to gratify the legitimate aspirations of the province of Manitoba without doing an injustice to the other provinces. This is a task of some delicacy and of a great deal of importance. It is now engaging the attention of the government, and it is hoped that a solution will be found and given to the house at an early date, but it is impossible at the present time to specify exactly at what date.

"Thus we are unable to get satisfaction and the premier of the Dominion government tells us that he is unable to tell us on what date our claims will be satisfied.

Manitoba Has Lone Hope

"If there is one hope of success it is the unanimous action on the part

Terrific Arraignment of Mr. Brown's Telephone Policy by the Attorney-General in the Legislature on January 24, 1906.

Edward Brown's Insincerity

Mr. Brown Claims Advocacy of Public Ownership

[illegible] Ontario [illegible]

[illegible]

Mr. [illegible] [illegible] the Liberal party by his [illegible] [illegible] Municipalities and the N[illegible] [illegible] [illegible] municipal ownership.

[illegible] Brown to make public [illegible] through parliament [illegible] protests from the [illegible] in opposition to the union of Canadian Municipalities, and appeared [illegible] Sir William Mulock's [illegible] in the federal government. I will read a short extract from Hansard.

"Extract from Hansard, March 17, 1905. Private Bills Northwest Telephone [illegible]

"The [illegible] Bill No. 53 [illegible] Northwest Telephone company [illegible]

"Hon. Wm. Mulock (Postmaster-General) stood. Mr. W. F. Maclean West [illegible] bill to stand.

"Sir Wm. Mulock—I [illegible] asked the gentleman who has charge of the bill to press it at this time, because it appeared to me **the more telephone companies were incorporated the more it might complicate the situation.**

"Mr. W. F. Maclean—All right.

"Sir Wm. Mulock—That was the only object.

[illegible]

Reported Against Charter

[illegible]

Firm Stand of Manitoba

[illegible] Premier of [illegible] March of that year to the effect that the [illegible] of the people of Manitoba should be respected and [illegible] the bill of the Northwest Telephone [illegible] Sir William Mulock [illegible] letter.

Winnipeg, March 4, 1905.

"The Hon. Sir Wilfrid Laurier, Premier of Canada, Ottawa, Ontario:

Dear sir,—I [illegible] the Premier of Manitoba to write you in reference to a Telephone Bill." The [illegible] Telephone companies in Manitoba have very carefully [illegible] by a member of the Manitoba [illegible] and also by the government of the Province and by the Legislature at its last meeting. The unanimous [illegible] that no further [illegible] charters should be granted until the government of the Province has had an opportunity of investigating the question of whether or not the [illegible] government ownership, control and operation of the telephones in the province. The present condition of affairs is regarded as intolerable and relief must be sought and obtained.

[illegible]

[illegible]

Mulock Against It

[illegible] was granted by the Dominion [illegible] Mr. Brown and his as- [illegible] Mr. Brown.

What Object Had Brown in Pressing for Charter?

Perhaps Mr. Brown can enlighten [illegible] the Union of Canadian Municipalities? Because this bill of Mr. Brown's was [illegible] of all Canada.

Charter Granted July 20, 1905

[illegible] the royal assent to the [illegible] right to know why these [illegible] in the [illegible] strong opposition, and at [illegible] not taken [illegible] and why the Northwest [illegible] proceed to [illegible] the telephone service which it [illegible] the ter- [illegible] by this charter, which [illegible] in face of the opposition [illegible] province, the municipalities and [illegible] Mr. Mulock.

Where Is the Charter Now?

[illegible] I would like to ask where [illegible] charter today? It is the duty of Mr. Brown to inform the people of [illegible] upon these points. What bet- [illegible] than that he [illegible] an act empowering [illegible] to construct and [illegible] telephone lines in Manitoba [illegible] that act neglected [illegible] steps toward the construction and operation of those lines. There [illegible] reasonable explanation why Mr. Brown did not construct a tele- [illegible] under this act and that [illegible] something transpired which [illegible] desirable for Mr. Brown [illegible] to remain out of the [illegible] them embark upon [illegible] with the Bell.

When this act was petitioned for it [illegible] doubt the bona fide intention of the petitioners to operate a tele- phone system or to dispose of the [illegible] if it was obtained. As no tele- phone system has been constructed [illegible] two years it is fair to [illegible] that Mr. Brown and his asso- [illegible] are charter mongers [illegible] the rights fought for so vig- orously, and obtained, as I have indi- cated, have been sold to some person or persons finding it profitable to se- [illegible] rights.

Did Bell Buy Charter?

"As no other company has made any effort to operate under this act, it is clear that it has not fallen into the [illegible] Bell competitors. Are we [illegible] in assuming that it [illegible] the hands of the Bell Tele- phone Company as the only prospective [illegible] interests it would [illegible] a strong competitive [illegible] having Dominion rights cov- [illegible] of the Canadian Bell [illegible] Quebec excepted? Mr. Brown [illegible] the people into his confi- [illegible] these respects.

Brown's Conversion to Bell Advocacy

Whatever may be the motive for the extraordinary and vacillating con- duct of this modern impersonation of Dr Jekyll and Mr. Hyde, it is clear that four months after obtaining this charter to construct a competitive telephone system, we find him, at the convention of the Union of Manitoba

[illegible] of Brandon [illegible] the [illegible] I have [illegible]

Brown Thinks Competition Good

"He thought it would be a good thing for the people of this province to have some competition with the Bell company."

Mr. Brown also stated in that address: 'The Bell Telephone company has a very extensive system and is strongly entrenched and with their long distance connections [illegible] position to render the public splendid service at minimum cost. Their service in the main is very good.'

Referring to the public ownership of telephones, this insincere politician stated at the same time: "The telephone business in my opinion cannot be conducted in the same way as water works, sewerage, and electric light, owing to the condition of affairs which exist at present."

"Bell" Must Not Be Interfered With

The condition of affairs being that while he had been so anxious to establish a dual system four months previously, he had, for some unaccountable reason, become suddenly imbued with the idea that the Bell telephone monopoly must not be interfered with by the introduction of a competitive service either by the adoption of public ownership or by any operations under the act which he humbly prayed the Dominion government to grant himself and his friends.

In order, no doubt, to give more effect to the role he was filling, of Dr. Jekyll and Mr. Hyde, at the same convention, after appearing as a "Bell" apologist and using the words I have just quoted, we find him moving two resolutions to the following effect:

To Co-Operate With Government

'That the Manitoba Union of Municipalities shall be pleased to co-operate with the provincial government in the establishment of a telephone system throughout the province, the trunk lines of which shall be constructed and operated by the government at terms satisfactory to the municipalities and that a committee composed of Mayor Sharpe of Winnipeg, A. W. Coldwell of Brandon, Ald. Harvey of Dauphin, Mayor Brown of Portage la Prairie, and Reeve Cochran of Blanchard, shall be appointed to deal with the matter.'

[illegible]

Brown Has Not Co-Operated

[illegible]

Refused to Act With Municipalities

[illegible]

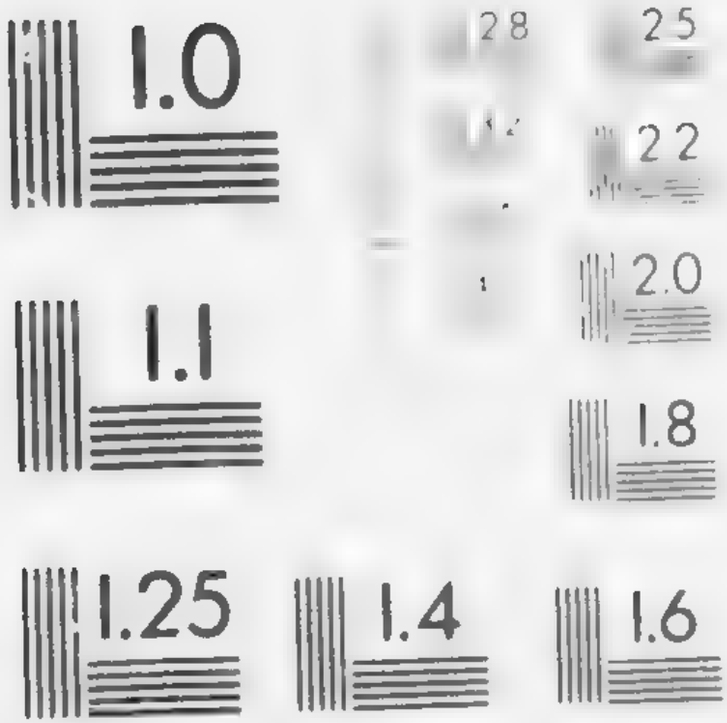
Brown's Threefold Insincerity

[illegible] Mr. Brown [illegible] the Bell [illegible]

Bell Only Gainer by Brown's Actions

[illegible] the Bell Telephone [illegible] Mr. Brown why he [illegible] the Northwest Telephone company of which he was [illegible]

MICROCOPY RESOLUTION TEST CHART



All this happened before Mr. [illegible]

Lukewarm on Public Ownership

I have for years been an ardent advocate of this principle, believing that municipalities should own their own waterworks, electric light and other franchises, the is care[illegible] and that any profit derivable therefrom should go where it belongs, to the people.

It is useless to deny or ignore the fact that the Bell company is strongly entrenched within the province of Manitoba and is giving on the whole fairly satisfactory service. There is, so far as I am aware, little complaint and no outcry on that score.

[illegible] Dr. Jekyll and Mr. Hyde

He would assert, however, that at the proper time such a scheme would be submitted and that an [illegible] debenture debt necessitated, in so far as either the municipalities or the province were concerned.

for we find that in the Free Press of [illegible]

"H[illegible]

"What do you think, Mr. Sp[illegible] of the leader of a political par[illegible] stated in June last that the farmer[illegible] can obtain telephones at a fir[illegible] tion will not exceed 50 cen[illegible] and who for the past three months has encouraged his party henchmen to [illegible] rent them at $1 per mon[illegible] policy? What does Mr. W[illegible]

"It is now open to Mr. Edward Brown to prove to the farmers of [illegible] that they can obtain tele[illegible] reying to humbug. P[illegible] Free Press has stopped reporting [illegible] complete government ownership and [illegible]

"This policy, which, by the way, cannot be carried out without the creation of a debenture debt by the province

would take away from the municipalities the right to build and operate their own systems; a policy which the Union of Municipalities has always contended for, and a policy which this government in its legislation has resisted and will continue to respect in any further telephone legislation which it may enact. Mr. Brown himself stated in May last that the profit derivable from municipal enterprises should go to the people to whom it belongs,' while today he proposes to take away that profit from the municipalities and divert it to the province.

Profit of the Business

If the telephone business is profitable when operated by the provincial government, it will be still more profitable when operated by a municipality, and inasmuch as 98 per cent. of the service provided in a telephone exchange is local service, I contend that the municipality is the proper authority to control that service, if it so desires.

"Moreover I challenge Mr. Brown to produce one single instance where the [illegible] municipalities have expressed a desire for either provincial or federal ownership of the local telephone exchanges. Only the other day the municipalities of Alberta and Saskatchewan [illegible] their opinion on this matter reported in the press as follows:

The convention re-affirmed the telephone resolution of last year, that present rates were exorbitant, that the government should own the long distance lines, and the municipalities the local systems.

The mayor of Edmonton also said on the same occasion that Edmonton, at the end of 1905, had a surplus of over $4,000 in the operation of their telephone system, after wiping off a 20 per cent debt amounting to $3,400.

Brown an Opportunist

"If Mr. Brown is a sincere politician instead of an opportunist, why did he not make his latest statement when he was asked for his views at the convention of the Union of Manitoba Municipalities in November last, and why did he refuse to act upon the committee appointed by that convention to deal with the telephone question and consider the practical suggestions of its members for the improvement of the government's legislation.

"The truth is that this outside leader of the Liberal party was hoping against hope that the result of the combined efforts of his followers and the [illegible] would have se[illegible] [illegible] and [illegible] have crawled in under the [illegible] the Dominion government [illegible] abled him to employ the amendment to the Railway act regarding telephones as a subterfuge for perpetuating the "Bell" monopoly in Manitoba.

Brown a Quick-Change Artist

"Immediately, however, he discovered that the people of Manitoba had declared against the principles which he had been supporting, with the rapidity of a quick-change artist. He throws on one side the [illegible] private telephone monopolist and appears before the public in the garb of a champion of public ownership of telephones.

"In his haste, however, to avoid the impression that his new policy too closely resembled that of the government he declares for complete provincial ownership, thereby proposing to entirely override the rights of the municipalities to own and operate their own systems, and thus force upon every municipality a telephone service under the absolute control of the provincial government [illegible] gard to the wishes of the municipalities.

Brown's Latest Policy Hurriedly Amended

"Apparently realising that his hurried pronouncement in favor of complete provincial ownership [illegible] offend the municipalities, this enamorable gentleman adds the following rider:—Of course there would be nothing in the proposed legislation to prohibit any municipality from establishing its own system if it preferred doing so.

"If Mr. Brown can carry out a policy of a complete provincially owned system of telephones in Manitoba, and at the same time permit the municipalities to build and operate local exchanges, he must be endowed with some supernatural power, which may probably at some later date enable him to cause darkness and light; winter and summer, to prevail in this province at one and the same time for if I understand the English language correctly, a telephone system, one part of which is owned by the province and other parts by different municipalities, would be provincial ownership in part only, whereas complete provincial ownership [illegible] ownership of all telephone business within the province.

There is no doubt whatever that Mr. Brown stands before the people today as a self confessed opportunist and that being himself conscious that he has copied the telephone policy of this government [illegible] the people [illegible] [illegible]

Brown's Policy a Copy of The Government's

[illegible]

[illegible] in any number and of any description in any part [illegible]

Two Policies Identical

[illegible]

[illegible] the Union of Municipalities [illegible] the rights of the municipalities [illegible] considera-

The policy has been amply vindicated by the support given this government by the municipalities. At the last convention of the Municipal Union the government's policy was endorsed by a vote of the municipal delegates of 80 to 16, and [illegible] the executive of that union has [illegible] to this government [illegible] of resolutions thanking the government for its action, placing on record its approval of the government's policy and expressing its appreciation of the [illegible] value of the measure which the government has introduced, [illegible] which the supporters of Mr. Brown used every effort to make [illegible] by adding the bill to municipal [illegible] the circulation of misleading and [illegible] statements, both [illegible] the act and the cost involved.

Government Invited Amendments

The recommendations of the Municipal Union which are embodied in the amendments before the house today, were made in response to the invitation of this government, and while these [illegible] still [illegible] more effectual [illegible] of the government's proposals, in general they in no way alter the principles embodied by the legislation passed last session.

"There are two points recommended by the Municipal Union not as yet specified [illegible] these bills, to which I shall [illegible] minutes refer. [illegible] the appointment of [illegible] to audit the accounts of the [illegible] municipalities operating [illegible] the act as [illegible] under the power [illegible] the act to bring the making of rules and regulations.

The next point [illegible] by the [illegible] commissioners 'shall be [illegible] to removal except by [illegible] the proper local legislature [illegible] the lieutenant-governor.' When this bill [illegible] I will provide that the commissioners shall only be removable [illegible] lieutenant governor or council [illegible] and so put them in an [illegible] independent position and [illegible] from party politics.

[illegible] the government has not had time to consider [illegible] I [illegible] will [illegible] the [illegible] to see if the [illegible] for the [illegible] to make that provision [illegible] have a better effect and nun-

der and hamper the work if we had to call the house together to remove an incompetent commissioner. What I [illegible] to assure everyone is that by this and subsequent legislation (if necessary) we will place the commissioners in an absolutely independent posi[illegible]

I would like to call the attention of the house to clause 3 of the Municipal union's recommendation:—"That in the opinion of this executive it is essential for the [illegible] of a public owned telephone system throughout the province of Manitoba that local exchanges should be built in the chief centres, such as Winnipeg, Brandon and Portage la Prairie, therefore it is desirable, should these municipalities take no action in the matter of establishing municipal telephone system by the first of April next, that upon receiving a requisition from a sufficient number of ratepayers desiring to become users of the telephone to enable systems to be constructed in these respective centres upon a remunerative basis, the government shall proceed, without delay, [illegible] change [illegible] of these places, or [illegible]

"The date April [illegible] mediate action by th[illegible] named in the resolution and I [illegible] that th[illegible] what action th[illegible]

The publication of the Municipal union's report obviat[illegible] for further [illegible]

Government Proud of Result

"The govern[illegible] to be pr[illegible] pursued in regard to its telephon[illegible] cy, a course which will be consistently followed until every part of this province shall be pro[illegible] phone service owned and ope[illegible] the people, and th[illegible] telephone monopoly in Manitoba swept away. We confidently submit our r[illegible] ord in this respect to the approval of this house and counti[illegible] continued applause.)

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